

S7190-1

**ANNUAL REPORT
OF THE
SOUTH CAROLINA
DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION
TO THE
GENERAL ASSEMBLY
FOR PERIOD
JULY 1, 1981 - JUNE 30, 1982**



COLUMBIA

**PRINTED UNDER THE DIRECTION OF THE
STATE BUDGET AND CONTROL BOARD**

1

CONTENTS

	Page
LETTER OF TRANSMITTAL	5
FOREWORD	6
ORGANIZATION	7
INTRODUCTION	10
FINANCE	11
Financial Review	12
Federal Aid	12
THE STATE HIGHWAY PROGRAM	16
CONSTRUCTION	16
Construction Program	16
Interstate System	17
Primary System	17
Bridge Construction	17
Construction Cost Index	18
Traffic Engineering and Planning	20
Advance Planning	26
Programming	27
Pre-Construction	27
Surveys	28
Environmental Studies	28
Road Design	29
Bridge Design	29
Right of Way	30
Utilities	31
Research and Materials Laboratory	32
Highway Safety Improvement Program	33
Land, Buildings and Plant Development	33
Rest Areas and Information Centers	33
Landscaping	34
Outdoor Advertising Control	34
Junkyard Control	34
HIGHWAY MAINTENANCE	35

CONTENTS — Continued

	Page
SUPPLY AND EQUIPMENT DIVISION	36
Supply Depot Section	37
Central Service Station	37
Equipment Depot	37
Office Supply and Repair Section	37
Radio Maintenance Section	37
TRAFFIC LAW ENFORCEMENT	38
MOTOR VEHICLE DIVISION	41
Licenses and Registrations	41
Driver Examination and Licensing	45
License Withdrawals	46
Financial Responsibility	47
Motor Vehicle Titles	49
Motor Vehicle Inspection	50
HIGHWAY SAFETY PROGRAM	51
Traffic Records System	52
Traffic Safety Education	52
Accident Research	53
CIVIL RIGHTS	55
DAMAGE CLAIMS	56
WORKMEN'S COMPENSATION	58
BEACH EROSION CONTROL	59
INTERAGENCY COUNCIL	59
PUBLIC INFORMATION	62
DEPARTMENT NEEDS	66
FINANCIAL AND STATISTICAL STATEMENTS	73

LETTER OF TRANSMITTAL

SOUTH CAROLINA
DEPARTMENT OF HIGHWAYS AND
PUBLIC TRANSPORTATION

Columbia, S. C.

To His Excellency, the Governor of South Carolina:

Pursuant to the provisions of Act No. 82 of 1977, Code of Laws of South Carolina, I am transmitting to you the annual report of the Department of Highways and Public Transportation for the fiscal year which ended June 30, 1982.

Respectfully submitted,

PAUL W. COBB
Chief Commissioner

FOREWORD

The Department of Highways and Public Transportation strives each year to produce an annual report which accurately reflects the activities of the past fiscal year and which will serve as a helpful document for those requiring information about the organization. A new section on future needs added in the 1980-81 report has been continued as "Department Needs."

In keeping with the Department's primary responsibilities, the areas of highway construction, maintenance, motor vehicle administration, traffic law enforcement and driver regulation are treated in greater detail than are the activities of the various auxiliary and supportive units within the agency.

The Department's financial affairs are covered separately in narrative and tabular sections, and are frequently detailed as they apply to specific activities throughout the report.

For the benefit of those requiring information not included in this volume, original and microfilmed files on all facets of the Department's activities are available for inspection upon request at the headquarters offices in Columbia.

NOTE: Apparent errors in addition in some tables are the result of rounding cents figures to the nearest dollar.

ORGANIZATION

State Highways and Public Transportation Commission

District	Member	Term Expires	Residence
2	Robert M. Bell	1986	Graniteville
4	Philip B. Brown	1986	Dillon
13	Charles E. Dalton, Chairman	1983	Pickens
8	Robert M. Erwin Jr.	1983	Greenwood
7	Joel R. Griffin	1984	Roebuck
1	O. Alex Hicklin Sr.	1984	St. Matthews
15	Davis Heniford	1986	Loris
12	David W. Keller Jr.	1982	Florence
14	Henry C. Lawton Sr.	1986	Ridgeland
16	B. Bayles Mack	1983	Fort Mill
11	C. G. Matthews	1983	Saluda
6	F. S. McWhirter	1984	Lancaster
3	James D. Phillips	1983	Lake City
*	Margaret H. Rush	1983	Goose Creek
9	R. B. Scarborough Sr.	1986	Charleston
5	Howard F. Speaks	1984	Camden
10	James J. Stathakis	1986	Anderson
*	Allen E. Vaughn	1983	Greenville

Ex-Officio

Sen. John C. Lindsay, Bennettsville
Chairman, Senate Transportation Committee

Rep. Eugene C. Stoddard, Gray Court
Chairman, House Education and Public Works Committee

* At-large commissioners appointed by the Governor.

DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

Administration

Paul W. Cobb, Chief Commissioner	
Edgar S. Coffey	Walker P. Ragin
State Highway Engineer	Secretary-Treasurer

Grady P. Bennett, Director of Personnel	Columbia
J. Lawrence King, Director of Supply and Equipment	Columbia
Talmadge M. LeGrand, Director of Highway Safety	Columbia
J. G. Freeman, Director of Purchasing	Columbia
Joe G. Rideoutte, Director of Finance	Columbia
James L. Walker Jr., Director of Public Relations	Columbia
Carl W. Payne Jr., Claims Agent	Columbia
J. Harold Austin, Auditor	Columbia
Milton W. Dufford, Data Processing Administrator	Columbia

Engineering Division

Edgar S. Coffey, State Highway Engineer	Columbia
Henry R. Caughman Jr., Deputy State Highway Engineer ..	Columbia
Oren S. Fletcher, Construction Engineer	Columbia
William T. Young, Traffic and Planning Engineer	Columbia
Herman P. Snyder Jr., Pre-Construction Engineer	Columbia
W. A. Boleman, Bridge Engineer-Construction	Columbia
J. R. Coleman, Bridge Engineer-Design	Columbia
Richard L. Stewart, Research and Materials Engineer	Columbia
Kay T. Hall, Federal Aid Engineer	Columbia
T. J. Wessinger, Contract Administrator	Columbia
Clyde Fallaw Jr., Road Engineer-Design	Columbia
McRaney Fulmer, Maintenance Engineer	Columbia
Gordon R. Hipp, Assistant Maintenance Engineer	Columbia
C. Lewis Edwards, Assistant Maintenance Engineer	Columbia
Timothy Edwards, Landscape Architect	Columbia
Charles H. Moorefield, Planning and Programming Engineer	Columbia
William R. Crockett, Advance Planning Engineer	Columbia
Noel K. Yobs, Rural Engineer	Columbia
E. J. Shuler, Safety Engineer	Columbia
J. B. Brice Jr., Primary Engineer	Columbia
Ted L. Boozer, Urban Engineer	Columbia
Sidney O. Holstein Jr., Right-of-Way Engineer	Columbia
Charles A. McDuffie, Utilities Engineer	Columbia
Milledge L. Smith, District 1 Engr. Administrator	Columbia

Charles H. Herndon, District 2 Engr. Administrator	Greenwood
P. E. Bradham, District 3 Engr. Administrator	Greenville
L. B. Cannon, District 4 Engr. Administrator	Chester
Archie R. Catoe, District 5 Engr. Administrator	Florence
Robert J. Weeks Jr., District 6 Engr. Administrator	Charleston
S. Dean Campbell, District 7 Engr. Administrator	Orangeburg

Motor Vehicle Division

Emory P. Austin Jr., Director	Columbia
A. W. Utsey Jr., Assistant Director	Columbia
J. P. Barwick, License Sales Administrator	Columbia
Thomas R. Easler, Driver's License Supervisor	Columbia
Fred E. Sojourner, Supervisor, Financial Responsibility	Columbia
Ralph A. Evans, Supervisor, Titles and Registration	Columbia
Capt. F. D. McCarty, Chief License Examiner	Columbia
William H. Kay, Chief Motor Vehicle Inspector	Columbia

Law Enforcement Division

Col. P. L. Meek, Director, Law Enforcement	Columbia
Maj. J. H. Lanier, Assistant Director, Law Enforcement	Columbia
Capt. John S. Timmerman, Administrative Officer	Columbia
Capt. Oscar L. Derrick Jr., Weight Teams	Columbia
Capt. L. F. McSwain, Training Officer	Columbia
Lt. J. K. Westbury, Communications Officer	Columbia
Capt. H. M. Addy, District 1	Columbia
Capt. A. W. Hampton, District 2	Greenwood
Capt. W. H. Elrod, District 3	Greenville
Capt. B. M. Poore, District 4	Chester
Capt. Cecil Dilworth, District 5	Florence
Capt. B. H. Jones, District 6	Charleston
Capt. J. C. Pace, District 7	Orangeburg

INTRODUCTION

The South Carolina Department of Highways and Public Transportation is the state agency which is charged with responsibility for the planning, construction and maintenance of the state highway system, the administration of all motor vehicle, driver regulation and related laws, and the enforcement of the state's traffic laws throughout the highway system.

Established in 1917 by state statute to comply with provisions of the Federal-Aid Road Act of 1916, the name of the agency was changed by the General Assembly in 1977 to reflect addition of the public transportation role to the Department's responsibilities. Section 57-3-10, Code of Laws of South Carolina, 1976, was amended by Act No. 82 of 1977.

The Department's initial purpose was to administer funds made available by the federal government to assist the states in the construction of roads. As methods of highway financing improved, the agency's scope of duties was greatly broadened, and during the ensuing years, the Department was assigned the responsibilities of motor vehicle administration, driver licensing and regulation, traffic law enforcement and all the attendant duties.

The Department is governed by a 20-member Commission, 16 members of whom represent the state's 16 Commission districts. Two members are appointed by the governor, and serve "at large" during the appointing governor's term of office.

During fiscal year 1979-80, the General Assembly appointed as ex officio members to the Commission, the chairman of the Senate Transportation Committee and the chairman of the House Education and Public Works Committee.

Commission meetings are held monthly at the central office building in Columbia. Special meetings may be called by the chairman if needed. The Commission, as a body, considers all major policy matters affecting the Department, and special committees appointed by the chairman are concerned with special areas, such as maintenance, construction, finances, capital improvements, personnel, public relations, legislative, motor vehicles and drivers, and Highway Patrol, of the Department's operations.

The day-to-day affairs of the Department are conducted by three officers, the chief commissioner, state highway engineer and secretary-treasurer, who are elected by the Commission. The chief commissioner's term of office is four years, while the state highway engineer and secretary-treasurer serve at the pleasure of the Commission.

As provided by state law, the Department consists basically of three major divisions — engineering, motor vehicle and law enforcement.

There are, however, several smaller divisions which provide such specialized and supportive services as accounting, personnel administration, financial activities, supply and equipment functions, auditing services, traffic safety administration, public relations, and the handling of workmen's compensation and damage claim matters.

For purposes of administering its statewide programs, the Department has divided the state into seven highway districts. Each of these consists of five or more counties.

Generally, engineering and traffic law enforcement functions are administered from the district level, with a district engineering administrator supervising construction and maintenance activities and district captain commanding the law enforcement personnel and their supporting staffs.

Motor vehicle and driver licensing services are available through service centers in each of the state's 46 counties. There are district supervisors for the two main areas of service, driver's licensing and vehicular.

The Department, as of June 30, 1982 had 6,204 employees. These included three officers, 1,172 administrative and clerical, 980 engineering, 1,038 law enforcement, public safety and licensing, and 3,110 crafts and trades employees.

Financial History

South Carolina's first highway user tax, a combination of a motor vehicle tax and a two-mill property tax, was levied in 1920. Eighty per cent of the revenues thus derived were returned to the counties from which they were collected for use in improving roads at the county level.

This was followed in 1922 by the first state tax on gasoline, a two cents per gallon levy, with the proceeds still being divided among the counties.

When the Pay-As-You-Go Highway Act was passed in 1924, it shifted the responsibility for highway financing to the state level, and for the first time authorized the Department to retain all property and gasoline tax revenues, as well as federal aid funds, for use in the systematic planning and construction of the state highway system.

A "build now, pay later" highway financing policy was established by the State Highway Bond Act of 1929, permitting the state to issue \$65 million in highway bonds to raise money for road construction. In order to pay off the bonds and to finance other aspects of the highway program, the motor fuel tax was raised to six cents per gallon, also in 1929.

There was no change in the tax rate until 1950. In that year, in order to finance a stepped-up program for development of the secondary road system, the General Assembly approved a one-cent-per-gallon motor fuel

tax increase and earmarked it for that purpose. An additional cent per gallon tax was levied in 1972, with one-third of a cent going to the secondary road program and the balance to statewide needs.

The motor fuel tax was increased by one cent per gallon in 1977, 1979 and 1980.

As a result of the continued decrease in motor fuel consumption and increased inflationary pressures on the highway program, the General Assembly increased the motor fuel tax by two cents effective Sept. 1, 1981. This makes the total motor fuel tax levied by the state 13 cents per gallon, including 2.66 cents earmarked for the "C" secondary program and one cent that is forwarded by the state treasurer directly to the counties for their road construction programs.

Financial Review

Total receipts for fiscal year 1981-82 amounted to \$335.1 million, including \$86.2 million in federal aid. Motor fuel tax revenues were up 18.7 per cent over the previous fiscal year due to the two-cents per gallon increase in motor fuel tax effective Sept. 1, 1981.

Motor fuel consumption (gasoline and diesel) has been decreasing for several years. Gasoline and diesel fuel consumption, which directly affects Department revenues, decreased from 1,864 million gallons in 1978-79 to 1,741 million in 1979-80, and 1,695 million in 1980-81. This year, 1981-82, motor fuel consumption was down to 1,680 million gallons.

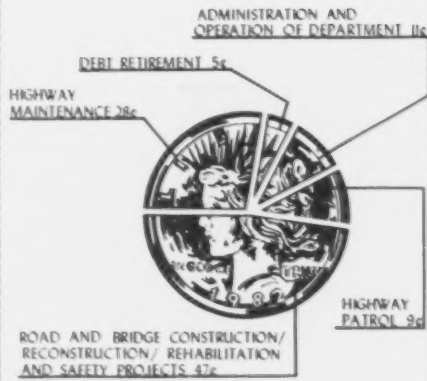
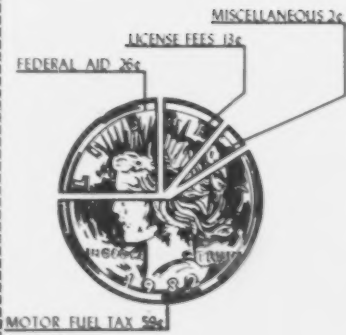
Gasohol consumption has increased each year since the first collections in 1979. Total gasohol consumption for 1981-82 was 17.1 million gallons. This represents a 35.7 per cent increase over the 1980-81 total of 12.6 million gallons.

Total salaries were \$84 million compared with \$78.7 million the previous year. Total employment on June 30, 1982 was 6,204, a decrease of 48 employees since June 30, 1981.

Federal Aid Fiscal Year 1982

Federal aid receipts amounted to \$86.2 million compared with \$88 million for the preceding year, a decrease of two per cent. The largest amount of the federal participation was \$30.7 million for the Interstate program, including construction, Interstate resurfacing, gap closing and discretionary funds.

★ THE HIGHWAY DOLLAR ★



FISCAL YEAR 1981-82

**COMPARATIVE SUMMARY OF REVENUES, OTHER RECEIPTS
AND EXPENDITURES
STATE HIGHWAY FUND
For Years Ended June 30, 1982 and June 30, 1981**

	1981-82	Per Cent Total	1980-81	Per Cent Total	Per Cent Change
Revenues and other receipts:					
Revenues:					
Motor fuel taxes	\$199,668,329.45	59.6	\$168,202,028.98	55.9	18.7
License fees	43,448,232.13	13.0	40,459,878.29	13.4	7.4
	<u>\$243,116,561.58</u>	<u>72.6</u>	<u>\$208,661,907.27</u>	<u>69.3</u>	<u>16.5</u>
Grants-in-aid:					
Federal	\$ 86,218,537.75	25.7	\$ 88,015,651.46	29.2	(2.0)
County and municipal	518,048.17	.2	219,277.45	.1	136.3
Other	167,730.21	.1	535,821.56	.2	(68.7)
	<u>\$ 86,904,316.13</u>	<u>26.0</u>	<u>\$ 88,770,750.47</u>	<u>29.5</u>	<u>(2.1)</u>
Miscellaneous receipts	\$ 4,412,654.15	1.2	\$ 3,554,176.88	1.2	24.2
Reimbursement agreements	\$ 710,000.00	.2			100.0
Total revenues and other receipts	<u>\$335,143,531.86</u>	<u>100.0</u>	<u>\$300,986,834.62</u>	<u>100.0</u>	<u>11.3</u>
Expenditures:					
General	\$ 9,167,826.67	3.3	\$ 8,412,207.38	2.9	9.0
Engineering	4,342,602.84	1.6	4,296,915.75	1.5	1.1
Motor Vehicle Division	14,888,048.03	5.5	14,976,987.64	5.2	(.6)
Highway maintenance	74,973,095.50	27.5	73,532,596.46	25.7	2.0
Highway Patrol	25,923,525.74	9.5	25,229,478.05	8.8	2.8
Land and buildings	548,587.61	.2	920,821.24	.3	(40.4)
Debt retirement	10,032,101.00	3.7	10,140,000.00	3.5	(1.1)
Debt interest and expense	3,339,033.15	1.2	3,779,489.75	1.3	(11.7)
Workmen's compensation	1,417,619.37	.5	820,273.08	.3	72.8
Damage Claims	491,904.48	.2	429,036.33	.2	14.7
Streets & drives — state institutions	49,092.12		299,055.50	.1	(83.6)
Roads & drives — state parks	48,122.34		46,863.24		2.7
Access roads — shipping facilities	55,125.49	.1	16,276.94		238.7
Highway beautification	62,981.33	.1	163,459.33	.1	(61.5)
Highway construction	126,965,271.81	46.6	143,415,735.20	50.1	(11.5)
Total expenditures	<u>\$272,304,937.48</u>	<u>100.0</u>	<u>\$286,479,195.89</u>	<u>100.0</u>	<u>(4.9)</u>
Excess of revenues and other receipts over expenditures	<u>\$ 62,838,594.38</u>		<u>\$ 14,507,638.73</u>		<u>333.1</u>

THE STATE HIGHWAY PROGRAM

ENGINEERING

CONSTRUCTION

During fiscal year 1981-82 contracts awarded on the roadway systems in South Carolina amounted to \$131,901,484. Construction contracts awarded for road and bridge work on the federal aid primary, urban and Interstate systems amounted to \$98,359,527. No contracts were awarded on the state primary system. Contracts awarded on the secondary system, both state and federal aid, amounted to \$33,541,957.

Work on the Interstate system is funded on a 90-10 per cent federal-state basis. The federal aid secondary and primary programs are funded on a 75-25 per cent federal-state basis. The state secondary and primary programs are financed entirely with state funds.

Involved also is the federal aid forest highway program which consists of construction or reconstruction with federal aid of secondary roads located within national forest areas, as well as streets, roads and driveways in state parks and at state institutions.

INTERSTATE SYSTEM

Contracts were awarded covering resurfacing, selected grading, drainage, erection of guardrail and pavement markings on I-85 from the Georgia state line to S.C. 24 in Anderson County; from the Pacolet River in Spartanburg County to S.C. 11 in Cherokee County; from S.C. 11 in Cherokee County to the North Carolina state line; and from the Reedy river in Greenville County to S.C. 101 in Spartanburg County, as well as on I-26 from S-16 in Berkeley County to S-1187 in Charleston County; from S-139 in Dorchester County to S-16 in Berkeley County; from near U.S. 15 in Dorchester County to S-36 in Orangeburg County; and from near S.C. 33 to near S-36 in Orangeburg County.

Contracts were also awarded for furnishing and installing new traffic signs and delineators on I-77 from S.C. 34 in Fairfield County to S.C. 9 in Chester County; providing and applying thermoplastic pavement markings and raised pavement markers on I-85, I-185, I-385 and I-585 in Anderson, Greenville and Spartanburg counties, as well as on I-26 in Charleston County; re-signing, selected clearing, and safety grading on I-20 from the Georgia state line to U.S. 25 in Aiken County and from S.C.

6 in Lexington County to the Richland/Kershaw County line; grading and drainage on I-326 from the SCL Railroad to Congaree River in Lexington County; and removal and disposal of structures on I-85 at U.S. 25 bypass interchange in Greenville County.

PRIMARY SYSTEM

Contracts were awarded for applying thermoplastic pavement markings and placing raised pavement markers on roads in District 1 (76 miles), District 2 (32 miles), District 3 (65 miles), District 4 (6 miles), District 5 (51 miles), District 6 (58 miles), and District 7 (15 miles); as well as grading, drainage, paving and construction of curb, gutter and sidewalk on S-12 from S.C. 51 to U.S. 76/301 in Florence; on S-472 from S-34 to U.S. 76/178 in Anderson; on U.S. 1 from S-29 to S-1904 in Aiken; on U.S. 52 Spur from S-99 to Amherst Street in Charleston; on U.S. 17A/521 from S-359 to S-318 in Georgetown; on U.S. 76 from U.S. Business 76 to S-30, and from S.C. 34 to S.C. 121 in Newberry; and on U.S. 76/378 from S-95 to near Greenlawn Road in Columbia.

Contracts were awarded also for the grading, drainage, paving and construction of curb and gutter on S-21 from S-677 to U.S. 29 in Greenville; on S.C. 151 bypass from U.S. 601 to S.C. 151 in Pageland; on U.S. 521 from S-66 to S.C. 160 in Lancaster County; on U.S. 21 at the intersection of S-851 in Rock Hill; also grading, drainage and paving on the airport access road from the airport entrance to S-62 in North Charleston; on S.C. 151 from S.C. 151 Business to U.S. 15 in Darlington County; on S.C. 9 from west of S-636 to S.C. 410 in Horry County; on P-4302 from S.C. 120 to S-467 in Sumter; and on S.C. 9 from S-20 to U.S. 17 in Horry County.

Placed under contract also were the paving of S.C. 9 from U.S. 410 to S.C. 701 in Horry County and the removal and disposal of structures, materials and debris on S.C. 31 from near Ada Street to Firestone Road in North Charleston.

Contracts were also awarded covering resurfacing, strengthening and erection of guardrail on 344.3 miles on various routes throughout the state.

BRIDGE CONTRUCTION

During the fiscal year 23 bridge projects were completed, including:

County	Route	Description
Cherokee	S.C. 329	Overpass over Southern Railway, north-east of Gaffney
Richland	S.C. 768	Bridge over Gills Creek, south of Columbia

Greenville	S.C. 146	Underpass under S.C. 146 (Woodruff Road) on U.S. 276 (Golden Strip Freeway) southeast of Greenville
Orangeburg	I-26	Widening twin bridges over Cow Castle Creek, east of Bowman
Charleston	S.C. 31	Dual overpasses over Road S-1168 (Savage Road) on Mark Clark Expressway, west of Charleston
Greenville	S-144/299 U.S. 276	Underpass under SCL Railroad and underpass under Roads S-144/299 over U.S. 276 (Golden Strip Freeway)
Beaufort	U.S. 278	Substructure and superstructure for main spans over Skull Creek at Hilton Head Island
Charleston	S.C. 31	Substructure and fenders for main spans (two bridges) over Ashley River (Mark Clark Expressway) west of North Charleston
Orangeburg	I-26	Widening twin bridges over S.C. 33 and SCL Railroad, east of Orangeburg
Richland	I-326	Dual bridges over Gills Creek, south of Columbia

CONSTRUCTION COST INDEX

The Department's construction cost index is computed using the year 1977 as a base. It is calculated by dividing costs of 10 major construction items for the period covered by costs for the base year.

Following is a table showing a comparison of these construction cost trends from 1967 through calendar year 1981 with the FHWA cost index and Atlanta consumer price index.

TRAFFIC ENGINEERING AND PLANNING

The Federal-Aid Highway Act provides that 1½ per cent of the federal funds apportioned to a state shall be reserved for highway planning and research purposes. These include engineering and economic surveys and investigations; planning of future highway programs and local public transportation systems; highway usage studies including developing desirable regulation and equitable taxation plans, and research and development necessary for the planning, design, construction, and maintenance of highways and highway systems.

Traffic engineering includes the control of traffic through the use of signs, signals, pavement markings and appropriate geometric design. Activities involved in the control of traffic include conducting engineering investigations and providing recommendations to improve traffic flow and safety; review of geometric designs of new and reconstructed facilities and recommending changes to enhance traffic operations, and also developing signing and pavement marking plans and administering the erection/installation contract. Design, review, and approval of traffic signal plans is also a traffic engineering function. State statute requires the Department's approval of all traffic control devices erected by local authorities on state highways within municipalities. Prior to granting such approval, it is often necessary for the Department to make traffic studies to appraise the needs and recommend proper control.

Uniformity in traffic control devices is recognized as an important objective in the program to reduce accidents and facilitate the orderly flow of traffic. Main portions of the State Manual on Uniform Traffic Control Devices, which applies to all public roads and streets within South Carolina, have been revised to conform with the latest national publication. Other sections are being revised.

TRAFFIC COUNT PROGRAM

The Department monitors traffic flows by counting traffic at selected locations throughout the state. Manual counts are made to determine the composition of the traffic stream. Average data for the points sampled by manual counts showed the composition to be 66 per cent South Carolina licensed passenger cars and buses, nine per cent out-of-state passenger cars and 25 per cent trucks. Mechanical counters are used to detect changes in traffic patterns and/or volume. Average daily traffic volumes are established annually for the Interstate system, biennially for the state primary system and all other roads in the state are counted during a five-to-seven year cycle to determine average daily traffic volumes.

In addition to traffic data, motor fuel consumption, vehicle registration and population statistics are valuable tools in projecting future highway

needs. The following tabulation, compiled on the basis of fuel consumption statistics, shows certain yearly variations since 1940.

FUEL CONSUMPTION BY CALENDAR YEAR

Year	Gallons	Ratio to Year Shown						
		1940	1950	1960	1970	1978	1979	1980
1940	225,871,651	1.00	0.51	0.31	0.17	0.12	0.12	0.13
1950	443,172,063	1.96	1.00	0.60	0.34	0.23	0.24	0.25
1960	739,134,198	3.27	1.67	1.00	0.56	0.39	0.40	0.42
1970	1,308,968,087	5.80	2.95	1.77	1.00	0.68	0.70	0.74
1978	1,909,787,291	8.46	4.31	2.58	1.46	1.00	1.02	1.09
1979	1,866,209,213	8.26	4.21	2.52	1.43	0.98	1.00	1.06
1980	1,767,164,622	7.82	3.99	2.39	1.35	0.93	0.95	1.00
1981	1,759,516,751	7.79	3.97	2.38	1.34	0.92	0.94	1.00

ROAD AND BRIDGE INVENTORY

A continually updated inventory of road and bridge data on the state highway system is maintained. Computerized data bases provide information utilized in planning and programming highway and bridge needs.

VEHICLE SPEEDS

Speeds are measured in accord with the 55 mph monitoring plan approved by the FHWA to enable certifying compliance with the national speed limit of 55 mph.

Below is an annual (federal fiscal year) summary of speeds compiled from data collected during the 1980 and 1981 quarterly studies.

Highway Type	Miles	Year	Average Speed	Percentage of Motorists Exceeding		
				55 mph	60 mph	65 mph
Interstate urban	78.0	1980	56.7	64.5	13.6	1.5
		1981	57.5	65.8	23.8	3.2
Interstate rural	624.0	1980	57.6	70.0	22.5	3.5
		1981	57.4	64.2	24.2	2.6
Other principal arterials and minor arterials, rural	4,313.0	1980*	53.0	36.6	7.7	1.1
		1981	55.4	40.3	11.8	1.5
Major collectors, rural	7,224.0	1980*	52.3	33.8	7.9	1.4
		1981	51.4	17.6	4.7	1.4
State total	12,239.0	1980*	54.1	45.5	11.9	1.7
		1981	55.1	42.6	14.0	1.9

* Cannot compare the figures for the two years directly as the highways sampled were classified differently in 1980 and in 1981.

COMPARISON OF SCDHPT CONSTRUCTION COST TRENDS WITH FHWA HIGHWAY CONSTRUCTION COST INDEX AND U. S. DEPT. OF LABOR'S ATLANTA CONSUMER PRICE INDEX

Base Period — 1977 = 100

Period	South Carolina Department of Highways and Public Transportation										FHWA		DOL
	Excavation	Pavement				Structures			Composite Construction Cost Index		Composite Construction Cost Index		Atlanta Consumer Price Index
Calendar Year	(Cu. Yd.)	Base Course (Ton)	Asphalt Concrete (Ton)	Surface Treatment (Sq. Yd.)	Asphalt Cement (Ton)	Class A & D Concrete (Cu. Yd.)	Reinf. Steel (Lb.)	Struct. Steel (Lb.)	Fixed Base	Changing Base	S.C.	U.S.	
1967	\$0.46	\$3.79	\$4.58	\$0.34	\$24.23	\$64.36	\$0.14	\$0.18	39.7	39.1	Not Available	46.2	55.7
1968	0.42	3.62	4.47	0.33	24.30	60.81	0.14	0.23	38.8	35.7		47.8	57.9
1969	0.48	3.62	5.14	0.42	25.44	74.36	0.14	0.19	42.8	41.6		51.7	61.4
1970	0.62	4.03	6.17	0.46	28.93	83.78	0.15	0.23	50.9	48.7		58.0	64.9
1971	0.91	5.01	6.89	0.52	38.16	91.87	0.16	0.25	62.7	60.3		60.8	67.8
1972	0.92	5.14	6.88	0.54	36.82	92.20	0.16	0.25	63.1	62.2	69.9	63.9	69.9
1973	1.56	6.36	7.95	0.56	38.82	110.23	0.20	0.31	84.8	75.6	114.0	70.8	74.4
1974	1.00	7.05	9.79	0.91	85.66	142.84	0.31	0.39	92.2	94.3	90.1	96.3	82.7
1975	0.85	6.09	9.96	0.93	83.56	114.33	0.25	0.43	84.2	84.6	88.5	96.7	90.0
1976	0.72	6.61	9.55	0.92	80.43	107.00	0.22	0.42	79.1	74.2	83.0	93.4	94.2
1977	1.35	7.92	11.28	0.96	91.45	111.29	0.24	0.38	100.0	100.0	100.0	100.0	100.0
1978	2.26	8.89	13.37	1.18	103.39	156.73	0.27	0.53	136.3	130.1	149.0	119.4	107.2
1979	3.21	9.98	15.15	1.44	118.38	189.30	0.34	0.65	172.7	159.2	194.1	142.6	118.4
1980	2.24	10.31	16.97	1.84	146.74	176.30	0.35	0.64	159.3	156.9	168.7	163.0	134.9
1981	2.61	10.35	15.43	1.84	169.17	196.04	0.33	0.66	171.1	162.8	178.8	156.7	151.4

Explanation of Indexes:

The SCDHPT construction cost index is based on the costs of eight major construction items, which in calendar year 1977 accounted for about 50 per cent of the value of all construction contracts awarded. The prices shown for the eight items for any year are the weighted average price bid by the successful bidders on all contracts awarded during the year. The composite index is the ratio of the cost of the same quantities of the eight items at average prices for the year to the cost at base year (1977) prices. The fixed base index uses the same (base year) quantities for all years. The changing base index for any year is based on the quantities actually awarded during the year.

The FHWA construction costs index is fixed base only and are based on six construction items, (excavation, portland cement and bituminous pavements, Class A Concrete and reinforcing and structural steel). Data is obtained only from federal aid projects on the federal aid Interstate, primary and urban systems and of more than \$500,000 contract cost.

The base year quantities used by SCDHPT and FHWA are the averages of the yearly totals for 1976, 1977 and 1978; the base year prices are the averages for 1977.

The DOL consumer price index is widely used for adjusting wages and benefits and is frequently referred to as the "cost of living". The index shown is based on the cost of 10 groups of goods and services for the Atlanta area. The DOL consumer price index was converted to a 1977 base by using 1977 index (179.6) = 100.

MAPPING

General highway maps for each county, city, town and small community are maintained to show current roads and streets that come under the jurisdiction of the Department. Traffic maps of larger towns and cities and all rural roads are published periodically while a traffic map of the rural state primary system is published about every two years.

The Department publishes a multicolor state highway primary system map in two sizes. Over 700,000 copies of the smaller map were printed in 1981-82 as a folder for free distribution to the general public. The larger wall map measuring about three by four feet is produced bi-annually.

All maps published by the Department other than the free-of-charge small state highway primary system map are available to the public for a nominal charge levied to defray the cost of printing and handling.

HIGHWAY SYSTEMS

The original state highway system as designated in 1920 included only 3,047 miles. Growth of this system resulted from a periodic transfer of roads from county to state jurisdiction. In 1946, the General Assembly authorized the Highway Department to classify state highways according to primary and secondary routes and in 1967 to further classify the highways in the state highway system into three classifications: Interstate system, state highway primary system and state highway secondary system.

The Interstate system of highways was designated to consist of those segments of highways in South Carolina that are part of the official designated National System of Interstate and Defense Highways. The primary system was designated to consist of the principal state highways, not to exceed 10,000 miles, connecting centers of population, as determined by the State Highway Commission; the secondary system to include all other roads in the state highway system.

State highway system mileage, which includes the total of Interstate completed, state primary and secondary on June 30, 1981, was 39,436 miles and roads added by statutory authority and changes by relocation, etc., resulted in a total on June 30, 1982, of 39,632.

A. Summary of state highway mileage is shown in Table 28

B. Federal-aid system

This system is located almost entirely on the state highway system and a summary of each classification follows:

1. Primary: The federal-aid primary system, which includes the Interstate system, as of Dec. 31, 1981, totaled 6,611 miles.

Included in this total is 6,060 miles of federal-aid primary rural and 551 miles of federal-aid primary urban. The total compared with 6,581 miles on Dec. 31, 1980.

2. Secondary: Federal-aid secondary system as of Dec. 31, 1981, totaled 8,968 miles. The total compared with 8,976 miles on Dec. 31, 1980.
3. Federal-aid urban system: As of Dec. 31, 1981, the designated urban system totaled 905 miles.
4. Forest highway system: The forest highway system consists of 550 miles of roads which lie within national forest boundaries and is also included in the F.A.P. or F.A.S. systems.

STATE PRIMARY AND INTERSTATE SYSTEMS — RURAL SECTIONS
MILEAGE BY SURFACE WIDTH AND TRAFFIC VOLUME GROUPINGS

June 30, 1982

Traffic Group

Surface Width	0 999	1,000 1,999	2,000 2,999	3,000 4,999	5,000 7,499	7,500 9,999	10,000 19,999	20,000 Over	Total
Under 18 Feet	.15	.31							.46
18 Feet	30.30	12.28		.07	.31				42.96
19-20 Feet	470.49	81.84	19.75	20.22	.57	.09	.19		593.15
21-22 Feet	1,042.24	912.37	270.62	211.14	34.49	10.13	5.55		2,486.54
23-24 Feet	453.95	1,095.76	1,012.98	814.64	321.87	81.50	28.97	.24	3,809.91
25-29 Feet	7.98	12.38	23.39	42.61	35.79	4.76	4.21	.29	131.41
30-35 Feet	2.37	4.11	6.67	6.22	4.47	.76	.47		25.07
36 Feet and over									
2-3 Lanes	1.25	4.61	3.63	12.56	11.25	4.57	1.17		39.04
36-40 Feet									
3-4 Lanes Undivided ...		.33	.54	4.42	3.29	1.54	4.01	.95	15.08
41 Feet and over									
3-4 Lanes Undivided ...	1.05	2.38	8.01	10.93	31.69	17.69	27.34	5.47	104.56
5-6 Lanes Undivided ...							.77	3.25	4.02
36-40 Feet									
3-4 Lanes Divided			.82	1.35	2.00	.05	3.87	.54	8.63
41 Feet and over									
3-4 Lanes Divided	.63	18.58	29.90	185.79	327.90	387.48	560.85	119.26	1,630.39
5-6 Lanes Divided				5.05	.43	1.83	2.28	28.34	37.93
7-8 Lanes Divided							.07	.59	.66
TOTAL	2,010.41	2,144.95	1,376.31	1,315.00	774.06	510.40	639.75	158.93	8,929.81

ADVANCE PLANNING

The transportation planning process, as required by the 1962 Federal Aid Highway Act, continued in the urbanized areas of Charleston, Columbia, Greenville, Spartanburg and North Augusta (the South Carolina portion of the Augusta urbanized area). In each of these five areas, a six-year implementation program (Transportation Improvement Program) and a one-year implementation program (Annual Element) were prepared and kept current. A unified planning work program was prepared and published for each study. This year, the work program was prepared for an 18-month period in order to change to a fiscal year program cycle.

The 1980 census resulted in the designation of three new urbanized areas in South Carolina — Anderson (ANATS), Florence (FLATS) and Rock Hill/Fort Mill (RFATS). A transportation planning process has been under way in each of these areas for a number of years. Work was begun in these areas toward organization of a local policy structure, development of an implementation program and establishment of a planning work program to bring them into full compliance with the 1962 Federal Aid Highway Act. The Governor has designated the policy body of each as the metropolitan planning organization.

Other work items completed were as follow:

- Charleston Area Transportation Study (CHATS) — A major review of the approved transportation plan continued. Analysis of simulated 1979 traffic was completed. Socio-economic data for the year 2000 was received and used as the basis for travel projections. This major review is scheduled for completion during the coming year.
- Columbia Area Transportation Study (COATS) — The North-South Corridor Study was completed and appropriate changes made in the approved transportation plan. Special studies were conducted to assist in implementation of certain elements of the plan.
- Greenville Area Transportation Study (GRATS) — The expansion of the urbanized area by the 1980 census made it necessary to enlarge the study area. This process is still under way. Preparations were begun for a plan review, but the schedule was delayed in order to utilize detailed census data that is not yet available.
- Spartanburg Area Transportation Study (SPATS) — Detailed evaluations of alternatives for the I-85 corridor continued. Special analysis was conducted for improvements in the Hillcrest area.
- Augusta Regional Transportation Study (ARTS) — Technical work for ARTS is done primarily by the Georgia DOT with appropriate review by SCDHPT. The expansion of the urbanized area to include Aiken and Horse Creek Valley by the 1980 census made it necessary

to enlarge the South Carolina portion of the study area. This enlargement has been approved by the Policy Committee.

The transportation planning process also continued in Greenwood (GWATS) and Sumter (SUATS), cities with more than 20,000 population.

Traffic counts necessary to monitor and update traffic flow data were done in each of the urbanized areas as well as the smaller urban areas and other special areas. Assistance was provided to various local governments in bikeways planning. Special planning studies to evaluate the feasibility of various transportation improvements were begun for Hilton Head, Clinton and the U. S. 52 corridor in Berkeley and Williamsburg counties. Other specialized planning studies were done when requested by the chief commissioner.

PROGRAMMING

The six-year state primary and secondary programs were updated. Work continued on the FHWA Section 105 annual work program, the state five-year plan, a roadway and bridge needs study, funding projections, and scheduling and reviews of clearinghouse and permit applications from other agencies.

PRE-CONSTRUCTION

The section consists of five sections, rural, urban, safety, preliminary design and survey parties, which develop and implement highway projects on all the systems on a statewide basis.

The rural section is responsible for projects in rural areas, including secondary roads and off-system projects in areas of population less than 5,000, and for supervision of the survey parties.

The urban section is responsible for highway projects included in the transportation plans for cities having populations of 50,000 or more and coordinates a statewide highway program for cities with populations between 5,000 and 50,000 having transportation plans and cities with populations of 5,000 or more not having transportation plans. Major projects developed by the section include the Golden Strip Freeway in Greenville, the Southeastern Beltway in Columbia and the Mark Clark Expressway in Charleston. Segments of these projects are presently under construction.

The preliminary design section assists the other sections with location and design, pavement design, hydraulics, federal and state permit applications and prepares cost estimates, including the Interstate Cost Estimate.

The primary function of the pre-construction section includes collecting and furnishing detailed information for the environmental section;

developing alternate locations and designs for proposed projects; conducting location and/or design public hearings; preparing location and/or design study reports on each project; making certain that each project complies with federal, state and local regulations; preparing layouts for field surveys and coordinating the development of right-of-way and construction plans.

SURVEYS

Field surveys were made on 402 miles of roads throughout the state. According to classification, these were as follows:

Interstate	32 miles
Transportation studies	60 miles
Primary	43 miles
Secondary	263 miles

ENVIRONMENTAL STUDIES

The environmental section is responsible for compliance with federal, state and local environmental laws and regulations as they relate to road construction and improvement projects. These include the National Environmental Policy Act, the Clean Air Act, Section 4(f) of the Department of Transportation Act, Section 106 of the Historic Preservation Act, and the Endangered Species Act. Additionally, studies conducted by the environmental section must comply with all federal requirements, directives and guidelines of the Federal Highway Administration.

Environmental evaluations are made of projected highway facilities on new location as well as alterations to existing roads and bridges, and environmental reports are prepared for distribution to federal, state and local agencies and environmental groups. The environmental assessment process is a study of the social, economic and environmental aspects of highway projects, including air quality, noise impact, water quality, sociological, wildlife and historical and archaeological studies. Close coordination is maintained with federal, state and local agencies and groups with which the Department works toward solving environmental problems.

During this fiscal year the environmental section, in coordination with Clemson University, completed an inventory of all remaining metal truss bridges in the state. The study was necessary because some of these structures had been determined to be eligible for the National Register of Historic Places. The completed inventory now permits the Department to proceed with its bridge replacement program while ensuring protection of culturally significant structures.

The environmental section is directly involved with the Department's efforts to have work on all Interstate system highways in the state under construction by the 1986 deadline mandated by Congress. The section will be involved in completing all environmental studies needed before construction work can commence on those sections not yet under contract.

ROAD DESIGN

During the fiscal year an average of 72 persons were employed in the section, divided into 11 squads. Ten squads engaged in design and preparation of road plans and one in printing and reproduction work.

The following work was performed:

Interstate Routes

Plans were completed for 10.4 miles, including right-of-way projects, grading and drainage projects, and resurfacing projects on portions of I-20 frontage road, I-26, I-77, I-85, I-326 and I-526.

Primary and Urban Routes

Plans were completed for 47.6 miles, which included grading, drainage, surfacing, concrete curb and gutter, sidewalk projects, guard-rail projects, and demolition projects.

Secondary Roads

Plans were completed for 204.5 miles, which included grading, drainage, surfacing, concrete curb and gutter, and sidewalk projects.

Resurfacing

Sketch maps were completed for 597.3 miles.

Miscellaneous Projects

Plans were completed for 63.8 miles on projects such as rest areas, bridge approaches, and numerous other miscellaneous items.

Printing and Reproduction

Printing of maps and plans necessary to construct roads, bridges, and other type projects let to contract; also, miscellaneous printing for road plans and other sections within the Department.

BRIDGE DESIGN

During the fiscal year a total of 60 bridge structures were let to contract. Of these, 58 with an estimated construction cost of \$29,271,700

were designed by the Department's bridge design section and two bridge structures with a total estimated cost of \$3,452,600 were designed by consultants. The section has 37 designers and draftsmen, divided into seven different groups, engaged in the preparation of bridge plans and other miscellaneous drainage structure work.

Major bridge structures let to contract included:

County	Route	Description	Length (feet)	Cost
Anderson	I-85	Widen twin bridges over Seneca River	2,200	\$3,452,600
Beaufort	U. S. 278	Additional bridges over Mackay Creek on WBL and widening of bridge over Mackay Creek on EBL	6,690	\$4,742,400
Charleston	S. C. 31	Main span superstructure for twin bridges over Ashley River & Bull Creek	1,860	\$2,293,000
Georgetown	U. S. 17 & 701	Approach spans & main piers for bridge over Sampit River, Wharf Road & SCL RR	2,860	\$4,197,800
Richland	I-326	Twin overpasses over metro lane & twin overflow bridges 2 & 3 in Congaree River flood plain	3,900	\$5,224,600

Bridge structures designed, by program, follows:

Program	No.	Length (feet)	Cost
Federal aid primary	7	8,843	\$ 4,976,200
Federal aid Interstate	13	7,665	10,998,100
Federal aid secondary	4	582	1,224,800
Federal bridge replacement	35	11,705	15,237,900
Federal aid urban	1	180	287,300
Grand Totals	60	28,975	\$32,724,300

RIGHT OF WAY

Expenditures for right of way, including payments for relocation assistance as provided under Title 28, South Carolina Code of 1976, in connection with all construction programs during the year, amounted to \$3,055,849 compared with \$5,090,715 the preceding year.

Right of way is acquired by purchase, gift and under power of eminent domain. Appraisals are prepared by qualified appraisers for the purchase of right of way. Right of way is purchased on all Interstate projects and on most projects designated as primary or urban. Right of way is purchased on some secondary projects; however, on most secondary projects (farm-to-market roads) right of way is acquired by gift.

Right-of-way expenditures for the past 10 years have been as follows:

Year	Amount
1972-73	\$11,436,190
1973-74	13,617,045
1974-75	14,374,859
1975-76	5,560,424
1976-77	14,698,240
1977-78	11,419,254
1978-79	17,735,900
1979-80	12,178,472
1980-81	5,090,715
1981-82	3,055,849

UTILITIES

Agreements for relocation of utility poles, underground transmission cables, pipelines, water mains and other items necessary in the construction of highways throughout the state increased in number and estimated cost.

While a large number of installations are covered by encroachment permits, an appreciable number of these installations occupy right of way acquired from private owners. Where companies have prior rights of occupancy, the Department must bear the cost of making adjustments necessary for proposed highway construction.

Copies of all encroachment permits are placed in the Department's files, but records are not compiled on the number issued, and cost records for rearrangements of this nature are not required of utility companies.

During the fiscal year, the Department paid \$1,489,705 to utility companies for making 193 adjustments to their facilities.

The Department also entered into 176 agreements with these companies to adjust their facilities, at an estimated cost of \$1,788,237.

RAILROAD GRADE CROSSINGS

Accidents at railroad crossings have been a matter of public concern for many years. As a result of the safety improvement program provided for by the 1973 and 1976 Highway Acts, increased emphasis has been placed in this area by the Federal Highway Administration, resulting in added interest by the railroad companies in a program for protecting as many crossings with automatic signaling devices as conditions warrant.

The following table gives a comprehensive view of what has been accomplished during the past five fiscal years:

Fiscal Year	No.	Programmed Amount	No.	Under Agreement Amount	Completed	Expenditures
1977-78	62	\$2,086,300	36	\$1,294,210	42	\$1,508,102
1978-79	63	\$2,178,200	66	\$2,498,350	49	\$1,665,473
1979-80	66	\$2,223,900	45	\$1,442,880	45	\$1,952,680
1980-81	54	\$2,231,850	67	\$2,824,260	54	\$2,449,274
1981-82	66	\$2,646,000	71	\$3,579,200	74	\$4,244,387

If current trends continue, approximately \$3 million per year will be needed for the Department to continue the railroad flashing light signal program along the lines of past years. Under the Rail-Highway Safety Program, 90 per cent of this would be federally funded, with the state providing the remaining 10 per cent.

RESEARCH AND MATERIALS LABORATORY

The Department maintains a central research and materials laboratory at Columbia and district testing laboratories at Greenville, Florence and Charleston. These laboratories inspect, test and evaluate materials used in construction and maintenance of roads, bridges and buildings.

A total of 17,371 samples were tested and materials at production plants were inspected and tested prior to shipment to Department projects. Laboratory personnel designed portland cement and asphalt concrete, and modified subgrade mixes.

Training programs to qualify asphalt plant and road inspectors; concrete inspectors; grading, drainage, and base inspectors; and nuclear moisture-density gauge operators were continued. Subsurface soil investigations were performed on proposed projects and the results analyzed for use in highway design and construction.

The pavement friction testing program continued and a limited program was begun to measure pavement roughness. Equipment was purchased to begin a program to assist Department maintenance forces in repairing concrete pavement.

Research studies dealing with problems of interest to the Department continued. In addition to a number of in-house investigations, major research projects were conducted by Clemson University, the University of South Carolina and the U. S. Geological Survey. The contract research projects which are currently active are:

Research Project No.	Title
532	Investigation of Subsurface Exploration Methods for Geologic Conditions in S. C.

- 533 Evaluation of Chem-crete in Sand Asphalt Bases
534 Collection and Evaluation of Hydrologic Data

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program is administered by the safety engineering section. This office has developed and is implementing a highway safety improvement program, with the specific objective of reducing the number and severity of accidents.

During fiscal year 1981-82, approximately \$4,890,000 in funds were obligated for safety improvement projects, including installing guardrail, applying pavement markings on urban and rural highways, installing traffic signals at problem intersections, installing flashing signals at railroad grade crossings, constructing sidewalks and improving hazardous intersections.

LAND, BUILDINGS AND PLANT DEVELOPMENT

The upgrading of license sales and Patrol offices included completion of a new building at Darlington, and award of contracts for renovation of the Florence and Greenville district headquarters buildings for use by the Patrol and by the engineering division. Orangeburg's new MVD building was built by the maintenance forces.

Plans are being prepared for new license sales and Patrol office buildings at Summerville and a new license sales building at Myrtle Beach.

Plans were prepared, contracts awarded and work performed for capital improvements on buildings throughout the state.

REST AREAS AND INFORMATION CENTERS

Construction of picnic tables and shelters for the Colleton County rest areas construction on I-95 was completed in 1982.

A contract was awarded for the new rest area facilities on I-26 in Newberry County and construction is expected to be completed late in 1982. Plans are virtually complete for a new water system and the work is expected to be let in the near future.

Plans are virtually complete on new rest area facilities on I-95 in Sumter County and on I-20 in Kershaw County and are expected to be let also in the near future.

STATE PRIMARY AND INTERSTATE SYSTEMS — MUNICIPAL SECTIONS
MILEAGE BY NUMBER OF LANES AND TRAFFIC VOLUME GROUPINGS

June 30, 1982

Traffic Group

Number of Lanes	0 2,999	3,000 4,999	5,000 7,499	7,500 9,999	10,000 19,999	20,000 Over	Total
2-3	275.08	158.20	111.49	51.69	32.99	.83	630.28
3-4 Undivided	34.65	29.60	39.15	38.70	67.23	23.67	233.00
5-6 Undivided					.73	1.36	2.09
3-4 Divided	15.05	17.98	34.13	33.05	107.72	54.32	262.25
5-6 Divided		.14		.50	3.12	30.27	34.03
7-8 Divided						.95	.95
TOTAL	324.78	205.92	184.77	123.94	211.79	111.40	1,162.60

LANDSCAPING

Landscaping work at the welcome center on I-77 in York County, the state's 10th and last welcome center to be constructed, was successfully completed.

Landscaping and irrigation plans for the rest areas on I-95 in Colleton County were developed and this project was completed in the spring.

Landscaping and irrigation plans for the rest areas on I-85 in Anderson County were developed and the project will be let to contract in August 1982. Similar plans for the rest areas on I-26 in Berkeley-Charleston counties are nearing completion.

Plans were developed for landscaping the Department's license sales and Patrol offices at Allendale and Manning.

In cooperation with the Garden Club of South Carolina, the Department planted various wildflowers and other plant material at the welcome centers on I-85 in Oconee County and on I-95 in Jasper County. This "Wildflower Welcome" program will be expanded to other welcome centers.

The Department will soon receive a contribution of 6,000 daylilies to plant at the 10 welcome centers.

Maintenance forces planted 266,000 pine seedlings along I-20, I-26, I-85 and I-95. The Department intends to continue planting pine seedlings in order to reduce mowing and allow the areas to return to natural growth.

OUTDOOR ADVERTISING CONTROL

During the year, 23 nonconforming advertising signs were acquired. This is a decrease over last year due to the fact that only four highway districts have funds available for the acquisition of signs of this classification. Also, 290 illegal signs were removed, about the same as last year.

Of the 22,000 signs subject to control originally, there remain some 7,900 signs, of which 5,500 are situated in areas that conform to the law and these will be allowed to remain.

JUNKYARD CONTROL

The Department continued to implement the provisions of the junkyard control law for all yards on the Interstate and federal aid primary system.

There are 569 such yards within the state, of which 114 have been screened; 151 are illegal, and the remaining 304 must be screened or removed by the Department.

HIGHWAY MAINTENANCE

Expenditures for maintenance of the state highway system for fiscal year 1981-82 are reflected in the following tabulation, also showing expenditures for fiscal year 1980-81:

Item	1980-81	1981-82	Per Cent Increase (Decrease)
Direct cost of maintenance including labor, materials, supplies and supervision	\$59,217,396	\$62,833,912	6.11
Retreatment	11,210,312	8,272,121	(26.21)
Subtotal	\$70,427,708	\$71,106,033	.96
Purchase of new equipment	3,104,888	3,499,004	12.69
Total	\$73,532,596	\$74,605,037	1.46

The average regular maintenance cost per mile for Interstate roads was \$5,757, for primary roads \$2,240, for secondary roads \$1,265 and for all roads \$1,578. State highway system mileage increased from 39,436 to 39,632, an addition of 196 miles.

An average force of 3,043 maintained the highway system during the year, including all operations except large resurfacing projects which are handled more economically by contract. A total of 349.8 miles were resurfaced by this procedure and 667 miles were resurfaced by maintenance forces.

Traffic services, which consist of signs, signals, pavement markings, etc., cost \$10,298,063.

Maintenance forces installed 212,284 linear feet of pipe lines, mowed 154,050 miles of right of way, hauled and placed 1,665,730 cubic yards of earth material, painted 14,867 miles of traffic lines, erected 100,759 signs, hauled and placed 150,582 tons of bituminous material and painted 377 pieces of maintenance equipment.

The construction and reconstruction of bridges on the secondary system is generally a function of the maintenance forces. During the year 18 precast concrete bridges, in 15-foot spans, with varying widths of travelway, with a total length of 975 feet, and nine precast prestressed concrete bridges of 30-foot spans, totalling 750 feet, were erected. Both types replaced old obsolete timber bridges on the secondary system.

HIGHWAY MAINTENANCE COSTS BY SYSTEMS YEAR ENDED JUNE 30, 1982

	Rural	Urban	Total
Regular maintenance:			
Interstate	\$ 3,542,821	\$ 198,631	\$ 3,741,452
Primary	17,662,428	1,180,879	18,843,307
Secondary	31,926,743	1,594,758	33,521,501
Total direct cost	\$53,131,992	\$2,974,268	\$56,106,261
Indirect maintenance cost			\$ 6,271,781
Total regular maintenance			\$62,378,042
Extraordinary maintenance:			
Interstate		\$ 25,368	\$ 25,368
Primary	\$ 250,464	27,091	277,555
Secondary	141,609	11,338	152,947
Total direct cost	\$ 392,073	\$ 63,796	
Total extraordinary maintenance			\$ 455,870
Retreatment:			
Interstate	\$ 205	\$ 27,211	\$ 27,417
Primary	1,677,716	492,908	2,170,624
Secondary	4,954,206	1,119,875	6,074,081
Total retreatment	\$ 6,632,128	\$1,639,994	\$ 8,272,121
GRAND TOTAL			\$71,106,033

SUPPLY AND EQUIPMENT

The supply and equipment division supervises and maintains control of all equipment and property of the Department. It prepares specifications for the purchase of all automotive and road machinery equipment and receives and processes all items of property and equipment purchased.

Records of accountability are initiated on each piece of automotive equipment, road machinery, office furniture, radios and all other miscellaneous equipment. Recommendations are made as to maintenance and disposal of equipment, and the division is responsible also for warehousing, stocking and delivering field and office supplies. The division includes the supply depot, equipment depot, office supply and repair, radio, and the central equipment service station.

Expenditures during the year for non-expendable equipment of all types totaled \$6,719,726. As a result, the total inventory value of non-expendable equipment owned by the Department at the close of the fiscal year reached \$63,111,601, an all-time high.

New equipment was purchased during the year as follows:

Passenger vehicles	\$2,865,667
Trucks and trailers	1,675,371
Road machinery and equipment	1,949,487
Power tools and major shop equipment	112,383
Radio equipment	25,720
Miscellaneous equipment	91,098
Total	\$6,719,726

SUPPLY DEPOT SECTION

The supply depot carries stock having an average monthly inventory value of \$1,037,562 and consisting of over 1,365 separate items of general supplies needed by road maintenance crews, equipment repair shops, survey crews and other Department personnel.

Stock valued at \$4,781,894 was issued within the Department or sold to other state agencies. As in the past, the Department continues to supply many depot stock items to other state agencies, towns and counties. For fiscal year 1981-82, this amounted to \$975,548.

Supply depot field delivery trucks traveled 134,970 miles during the year and hauled 19,645,275 pounds of freight, including many loads of vehicle license plates delivered to license sales offices. The depot's furniture van and crew moved the household effects of 21 employees who were transferred to new headquarters locations.

CENTRAL SERVICE STATION

The central service station services not only Department automotive equipment but also that of other state agencies. A total of 401,989 gallons of gasoline was pumped for 33,478 units.

The station operated a motor pool of automobiles for use by employees on official Department business. During the year these vehicles traveled 293,482 miles.

EQUIPMENT DEPOT

The equipment depot at Columbia services a large number of SCDHPT vehicles and vehicles operated by other state agencies and receives, processes and distributes all new equipment for the Department. Typical services include the preparation of patrol cars and the installing of dump bodies on trucks. This service, including parts and labor, amounted to \$1,438,261.

Public auction sales were held at the equipment depot during the year to dispose of obsolete and unserviceable equipment. The sale of 1,121

units in auction sales amounted to \$723,010.

The depot also operates a motor pool of automobiles, suburbans and pick-ups, which traveled 252,933 miles during the year.

OFFICE SUPPLY AND REPAIR SECTION

The office supply section furnishes stationery, business forms, general office supplies and certain engineering supplies and provides repair services for office machines and engineering instruments. Stock issued within the Department or sold to other state agencies totaled \$386,324.

A total of 1,799 pieces of office equipment (typewriters, calculators, etc.) and engineering instruments were repaired.

RADIO MAINTENANCE SECTION

Radio communication is of steadily increasing importance in all Department operations. Six frequencies in the low band and one in the high band provide statewide coverage for the Patrol; four frequencies in the marine band for drawbridge operation; two frequencies in the low band for statewide maintenance coverage, and 17 frequencies in the statewide police network.

At end of the fiscal year the Department had in operation the following radio and electronic equipment:

	Law Enforcement	Engineering & Administration
Mobile units	1,098	1,118
Base stations, fixed	16	55
Base stations, marine (drawbridges & ferry)		9
Speed checking devices	363	
Other units (portable, repeaters, etc.)	148	

Licensed technicians of the radio maintenance section made 962 service calls to base stations, 2,195 to mobile units, 864 to radar and VASCAR units, 298 to CB units and 193 to miscellaneous units, at a cost in materials and labor of \$242,912.

Repairs were made 82 times on outside agency units, at a cost of \$2,095.

TRAFFIC LAW ENFORCEMENT

The Highway Patrol is the division of the Department of Highways and Public Transportation that is responsible for enforcing traffic, motor vehicle, driver's license and size, weight and load laws. All enforcement activities are conducted with the objective of accident prevention.

SELECTIVE ENFORCEMENT

The Highway Patrol continues to utilize a selective enforcement program to improve its traffic law enforcement efforts. This is a modern, scientific method used to determine the location, day of week, time of day and violations which are contributing to traffic accidents. Arrests and accident reports are used to plan future enforcement action.

Reports on the three most recent years are used to determine trends, and this data is furnished to district commanders for use with other known factors in preparing work schedules in their respective districts.

RADAR

The Highway Patrol uses the MR-9 and the KR-11 moving radars, which accurately determine the rate of speed of another vehicle even while the patrol car is moving. Department records have consistently shown that driving at excessive speeds or speeds too fast for condition, is the principal traffic law violation in accidents; therefore, radar units are used extensively to help protect the motoring public. Many arrests are made through the use of moving radars.

The units are calibrated by qualified Department technicians and are checked daily with the calibrated patrol car speedometers. Radar units are operated on a 24-hour basis on all types of roads and are important to enforcement of the 55-mile-per-hour speed law.

ARRESTS, CONVICTIONS AND FINES

During the year, the Patrol made 361,340 arrests for traffic law violations, resulting in 357,302 convictions, a conviction rate of 98.8 per cent.

The state's counties and municipalities received \$12,013,690 in fines during fiscal year 1981-82, compared with \$12,534,507 in fines during fiscal year 1980-81. The most numerous violations were:

Speeding over 10 mph above the posted limit	152,476
Speeding under 10 mph above the posted limit	77,969
No vehicle license	19,813
Drivers' license violations	18,557
Violation of vehicle inspection law	16,815
Driving under the influence	10,538
Excess weight, height, width and load	8,149
No right of way	6,916
Driving under suspension	6,250
Fuel tax violation	5,930
Reckless driving	1,822

In addition, the Patrol issued 426,177 warnings for minor infractions of traffic laws.

IMPLIED CONSENT AND CHEMICAL TESTS

The South Carolina Implied Consent law provides for the suspension of the driver's licenses of persons charged with driving under the influence of intoxicants and refusing to submit to certain chemical tests. There were 10,538 persons arrested for driving under the influence of intoxicants, of whom 760 (7 per cent) refused to take the breathalyzer test.

TRUCK WEIGHING

The Highway Patrol has a special weight unit composed of 27 officers who are responsible for enforcing the state's truck size and weight laws. The unit uses fixed weighing stations and portable scales, which can be used anywhere in determining truck weights and axle loads information needed for enforcement purposes. Weight unit personnel made 12,696 arrests during fiscal year 1981-82, compared to 13,837 arrests during fiscal year 1980-81.

Personnel of the weight unit made arrests for the following violations:

Violations

Exceeding license tonnage	1,302
Exceeding axles weight	2,873
Exceeding gross weight	3,305
Over width, length or height	436
Violation of special permit	103
Improper use of license plates	52
No vehicle license	415
No registration card, or none in possession	63
No fuel marker displayed	3,423
Defective, or no safety equipment	170
No driver's license, or none in possession	46
Violation of classified driver's license	215
Speeding	44
Improper passing, passing school bus	5
Driving under the influence	8
Driving under suspension	20
Disregarding sign or signal	55
Spilling load	20
All other violations	141
Total cases	12,696
Total fines	\$424,598
Civil penalties collected	\$213,911

MOTOR VEHICLE DIVISION

LICENSES AND REGISTRATIONS

Motor vehicle registrations for the license year which ended Dec. 31, 1981 totaled 2,045,458, a decrease of 1.18 per cent from the prior year's total of 2,069,809.

During the license year automobile registrations decreased 2.26 per cent or 34,601, while truck registrations increased 1.62 per cent or 7,114.

An analysis of the total registrations by vehicle type, and a comparison with comparable types for the previous license year follow:

	License 1980-81	Year 1979-80	Per Cent Increase 1980-81 Over 1979-80	(Decrease) 1979-80 Over 1978-79
Automobiles	1,494,643	1,529,244	(2.26)	.28
Trucks	445,644	438,530	1.62	(.40)
Trailers and semi-trailers	30,226	29,586	2.16	(4.90)
Utility trailers	1,341	1,375	(2.47)	(40.83)
House trailers	216	235	(8.09)	(4.86)
Camper trailers	26,429	27,079	(2.40)	(7.03)
Buses	4,015	3,889	3.24	(1.49)
School buses	687	996	(31.02)	(86.92)
Motorcycles & scooters	42,257	38,875	8.70	3.76
Totals	2,045,458	2,069,809	(1.18)	(.35)

Registrations for the 1981-82 license year through June 30, 1982 decreased 1.1 per cent from those of the corresponding period of the previous license year as follows:

	License Year to June 30 1982	1981	Percent Increase (Decrease)
Automobiles	833,887	837,519	(0.43)
Trucks	292,974	301,079	(2.69)
Trailers & semi-trailers	28,352	29,055	(2.42)
Utility trailers	1,235	1,188	3.96
House trailers	161	186	(13.44)
Camper trailers	23,222	24,142	(3.81)
Buses	3,851	3,690	4.36
School buses	389	619	(37.16)
Motorcycles & scooters	36,138	36,827	(1.87)
Total	1,220,209	1,234,305	(1.14)

Registration by Years 1945-81

License Year Ended	Total Registrations	Increase (Decrease) Over Preceding Year	
		Number	Per Cent
Oct. 31, 1945	338,693		
Oct. 31, 1946	381,220	42,527	12.56
Oct. 31, 1947	432,632	51,412	13.49
Oct. 31, 1948	476,300	43,668	10.09
Oct. 31, 1949	524,113	47,813	10.04
Oct. 31, 1950	583,194	59,081	11.27
Oct. 31, 1951	627,968	44,774	7.68
Oct. 31, 1952	677,817	49,849	7.94
Oct. 31, 1953	713,296	35,479	5.23
Oct. 31, 1954	711,262	(2,034)	(0.29)
Oct. 31, 1955	763,058	51,796	7.28
Oct. 31, 1956	793,197	30,139	3.95
Oct. 31, 1957	820,002	26,805	3.38
Oct. 31, 1958	836,717	16,715	2.04
Oct. 31, 1959	880,063	43,346	5.18
Oct. 31, 1960	903,790	23,727	2.70
Oct. 31, 1961	887,859	(15,931)	(1.76)
Oct. 31, 1962	915,099	27,240	3.07
Oct. 31, 1963	963,758	48,659	5.32
Oct. 31, 1964	1,013,124	49,366	5.12
Oct. 31, 1965	1,069,408	56,284	5.56
Oct. 31, 1966	1,135,405	65,997	6.17
Oct. 31, 1967	1,169,746	34,341	3.02
Oct. 31, 1968	1,233,234	63,488	5.43
Oct. 31, 1969	1,285,037	51,803	4.20
Oct. 31, 1970	1,349,176	64,139	4.99
Oct. 31, 1971	1,416,104	66,928	4.96
Nov. 15, 1972	1,481,776	65,672	4.64
Nov. 15, 1973	1,611,281	129,505	8.74
Nov. 15, 1974	1,693,275	81,994	5.09
Nov. 15, 1975	1,745,575	52,300	3.09
Nov. 15, 1976	1,856,130	110,555	6.33
Nov. 15, 1977	1,940,049	83,919	4.52
Nov. 15, 1978	2,001,927	61,878	3.19
Dec. 31, 1979	2,077,030	75,103	3.75
Dec. 31, 1980	2,069,809	(7,221)	(0.35)
Dec. 31, 1981	2,045,458	(24,351)	(1.18)

VEHICLE CLASSES

Vehicles in the "A", "B", and "C" classes weighing 3,000 pounds and less have shown a steady increase during the past four years. Registrations in these license plate classes have increased from 28.2 per cent in 1978 to 34.2 per cent in 1981. Registrations in the "D" class (3,001-3,500 pound range) continue on an upward trend amounting to 20.4 per cent of the total automobile registrations for the 1980-81 license year. Registrations of automobiles weighing over 3,500 pounds have shown a decrease from 53.2 per cent in 1978 to 45.4 per cent in 1981.

The tabulation below also reveals that the registered load capacity of trucks in the five tons and less range reflects an increase over the past four years. Registrations in the six tons to 10 tons, and the over 10 tons capacity continue on a downward trend.

Passenger Vehicles (vehicle weight)	Percentage of Vehicle Type Totals			
	1977-78	1978-79	1979-80	1980-81
3,000 lbs. and less (A, B, C) . .	28.2	29.6	32.1	34.2
3,001 lbs. to 3,500 lbs. (D) . . .	18.6	19.4	20.1	20.4
Over 3,500 lbs. (E, F, G)	53.2	51.0	47.8	45.4
Trucks				
(licensed load capacity)				
Five tons and less	91.3	91.2	91.7	91.8
Six tons to 10 tons	3.6	3.5	3.3	3.2
Over 10 tons	5.1	5.3	5.0	5.0
(total trucks)				
Farm trucks	4.5	4.6	4.7	4.8
Special mobile equipment (truck)	.9	.9	.9	.9

VEHICLE REGISTRATION RECEIPTS

The total of \$39,669,469 collected in fees, penalties and postage derived from vehicle and dealer registrations and driver's license activities during the license sales year ended Dec. 31, 1981 was an increase of 17.97 per cent compared with the prior year.

The large increase of fee collections is due to the implementation of the staggered renewal system in 1979, whereby registrants were allowed to register in excess of the normal 12-month period.

	License Year		Per Cent	Per Cent
	1980-81	1979-80	Increase (Decrease) 1980-81 Over 1979-80	Increase (Decrease) 1979-80 Over 1978-79
Vehicle Registration Receipts:				
Automobiles	\$15,136,834	\$ 8,191,532	84.79	(26.66)
Trucks	15,027,316	13,564,921	10.78	(11.45)
Trailers and semi-trailers	322,947	296,073	9.08	(22.15)
Utility trailers	6,721	6,905	(2.66)	(80.91)
House trailers	1,296	1,410	(8.09)	(9.50)
Camper trailers	132,165	135,421	(2.40)	(11.81)
Buses	83,706	76,355	9.63	(10.18)
School buses	687	996	(31.02)	(86.92)
Motorcycles & scooters	42,331	38,921	8.76	(4.86)
Totals	\$30,754,003	\$22,312,534	37.83	(17.95)
Miscellaneous Receipts:				
Dealer demonstrations	\$281,450	\$267,235	5.32	(13.63)
House trailer transporters	2,235	2,011	11.14	(8.38)
Bus (in lieu license fees)	67,040	68,018	(1.44)	(6.30)
Registration transfers	627,864	571,124	9.93	(31.07)
Title revenue	2,240,928	2,470,215	(9.28)	(23.68)
Safety fees	—	3,600,446	(100.00)	(36.37)
Penalties	544,648	306,935	77.45	8.02
Dealer permits	123,825	119,750	3.40	0.00
Postage reimbursements	93,073	94,393	(1.40)	(41.29)
Vehicle inspection certificates ...	1,058,724	1,016,024	4.20	(2.70)
Vehicle inspection licenses	33,310	33,220	0.27	(0.75)
Driver's license revenue	2,898,271	2,398,531	20.84	28.86
Beginner's permit revenue	121,716	104,865	16.07	61.18
Provisional driver's license	20,140	18,885	6.65	(8.33)
Identification card revenue	37,942	36,884	2.87	21.84
D/L knowledge test	556,436	—	100.00	—
Miscellaneous revenue	207,864	204,683	1.55	(61.01)
Total	\$ 8,915,466	\$11,313,219	(21.19)	(20.62)
Total fees	\$39,669,469	\$33,625,753	17.97	(18.87)

Passenger vehicles accounted for 73.07 per cent of the total vehicles registered for the license year ended Dec. 31, 1981, and yielded 49.22 per cent of the registration fees collected. Truck registrations amounted to 21.79 per cent and accounted for 48.86 per cent of the fees collected.

OTHER LICENSE ACTIVITIES

Other activities pertaining to vehicle registration are shown in comparative form in the following tabulation:

	Number of Transactions For License Year		Per Cent Increase (Decrease) 1980-81 Over 1979-80	Per Cent Increase (Decrease) 1979-80 Over 1978-79
	1980-81	1979-80		
Dealer demonstration plates	28,145	26,733	5.28	(1.61)
House trailer transporter	366	332	10.24	(3.49)
Replacements	9,169	7,226	26.89	(29.11)
Transfers	209,289	190,375	9.94	(31.07)
Duplicate registration cards	24,599	25,603	(3.92)	(4.62)
Totals	271,568	250,269	8.51	(26.55)

DRIVER EXAMINATION AND LICENSING

During the year, 877,080 applications were made for driver's licenses, re-examinations, beginner's permits, renewal licenses and permits, and duplicate licenses.

Of these, 180,614 were for driver's licenses; 122,162 were approved and 58,452 (32.4 per cent) were rejected. Included in these figures were 14,530 for re-examination of drivers whose licenses had been suspended. A total of 28,968 applications were made for a special restricted license, 18,295 of which were issued and 10,673 rejected. (These licenses are issued to persons 15 years of age for driving between 6 a.m. and 6 p.m.) Due to car failure, sickness, etc., 6,736 failed to complete the examination. All applicants were tested for visual acuity and knowledge of traffic rules, regulations and road signs and were required to demonstrate behind-the-wheel skills, except the 50,942 holding a valid out-of-state license.

Cause of failure for driver's license	Percentages	
	1980-81	1981-82
General knowledge & knowledge of road signs	32.7	22.4
Impaired vision	3.8	3.4
Lack of driving skills	63.5	74.2

In 116,662 examinations for beginner's permits, 55,868 applications were approved and 60,794 (52.1 per cent) rejected. Also, 71,960 permits were renewed, making a total of 127,828 permits issued for a fee of \$2 each.

Cause of failure for beginner's permits	Percentages	
	1980-81	1981-82
General knowledge of rules and signs	95.4	94.6
Impaired vision	4.6	5.4

Of 500,773 renewal license applications, 479,169 were approved and 21,604 rejected. Visual acuity (59.7 per cent) and knowledge of driving rules and of road signs (40.3 per cent) were leading causes of failure.

In the classified licensing program, 8,609 applications were for Class 2 (single-unit vehicles in excess of 24,000 pounds gross vehicle weight) and Class 3 (combination of vehicles in excess of 24,000 pounds gross vehicle weight) licenses and 13,703 for Class 4 (motorcycle) licenses. Of the 22,312 applicants, 6,210 (27.8 per cent) were rejected. Approved safety officers certified 1,378 of the Class 2 and 3 applicants without a road test being required. Twenty-five companies and 145 safety officers were certified to participate in the road test waiver program, making a total of 625 companies and 1,089 safety officers certified. Of the total companies certified, 381 companies were investigated.

A total of 20,342 identification cards were issued or renewed for a fee of \$2 each. These are valid for five years. A total of 4,234 provisional licenses were issued for a fee of \$5 each. They are valid for not more than six months from the date of issue. Also, 1,080,821 motor vehicle inquiries were sold for a fee of \$3 each. Total revenue from those three items was \$3,304,317.

Driver's license personnel conducted 3,379 hearings for drivers whose license were suspended under the Point System. These resulted in 2,667 suspensions being rescinded and 712 left in force.

LICENSE WITHDRAWALS

A total of 55,083 drivers had their driving privileges withdrawn. Driving under the influence of intoxicants or drugs was the leading cause, resulting in 20,868 license withdrawals. There were 4,534 suspensions under the Point System, 306 suspensions for reckless driving convictions, and 6,765 suspensions under the Financial Responsibility Act.

In addition, the Department mailed warning letters to 79,991 drivers who had accumulated six or more demerit points.

**SUMMARY OF DRIVER LICENSE ACTIVITIES AND
DRIVER IMPROVEMENT**
Fiscal Year July 1, 1981 — June 30, 1982

	Approved	Rejected	Total
Regular driver's licenses	103,867	47,779	151,646
Beginner's permits	55,868	60,794	116,662
Renewal driver's licenses	479,169	21,604	500,773
Renewal permits	71,960		71,960
Special restricted permits	18,295	10,673	28,968
Truck classes 2 & 3	6,183	2,426	8,609
Motorcycle class 4	9,919	3,784	13,703
Incomplete test			6,736
Change of name, addresses, etc.			287,665
Identification cards			20,312
Provisional driver's licenses			3,777
Duplicate driver's licenses			3
Medical re-examinations, including 4 or more accidents in 24 months			317
Re-exam (voluntary)			15
TOTAL			1,188,834
Classified licensing program			
Companies certified to participate in safety officer program as of June 30, 1982 ..			625
Safety officers as of June 30, 1982			1,089
Driver improvement			
Caution letters	79,991		
Notification letters	6,758		
TOTAL			86,749
Point system suspensions rescinded	2,667		
Drivers remaining under suspension	712		
No review requested	3,822		
TOTAL			7,201
GRAND TOTAL			1,282,784

MOTOR VEHICLE FINANCIAL RESPONSIBILITY

Automobile liability insurance coverage is compulsory for every motor vehicle subject to registration in this state. The vehicle owner must certify proof of liability coverage for the vehicle at the time of registration and maintain this coverage for the duration of the license year or surrender the vehicle license(s) and registration certificate(s) to the local motor vehicle services office. Under the provisions of the statute, the minimum limits of all liability insurance policies issued in South Carolina are \$15,000/\$30,000/\$5,000. Uninsured motorist protection must be provided also.

In accordance with the Act, 171,395 notices of suspension of vehicle license(s), Form FR-4(a), were sent vehicle owners because of liability

insurance cancellations. Of these, 92,749 recertified their proof of insurance. The Department collected \$148,100 in reinstatement fees, which involved 5,924 suspended vehicle registration privileges.

Reports to the Department of 100,330 motor vehicle accidents were filed for accident records and statistical research. The Highway Patrol issued 70,170 notices of requirement of liability insurance verification, Form FR-10. All other law enforcement agencies, in conjunction with motor vehicle accident investigations and other routine duties, issued 87,996 Forms FR-10.

The Department collected \$60,154 for requested copies of investigating officer's reports. A \$1 fee is charged for each report.

Proof of financial responsibility must be furnished to the Department and maintained for three years by persons whose driving privileges have been suspended or revoked in accordance with the motor vehicle laws.

During the year, 25,316 financial responsibility liability insurance certificates (Form SR-22) and 20,852 notices of cancellation (Form SR-26) of such certificates were filed with the Department by liability insurance companies. The Department mailed 8,642 future financial responsibility notices and suspended 5,530 driver's licenses as a result of the failure of the operators to maintain proof of future financial responsibility.

Notice of suspension of vehicle license(s) — FR-4(a)	
(Liability insurance policy cancellation notices)	171,395
Registration privilege reinstated — Recertification of	
liability coverage by owner	92,749
Vehicle registration privilege suspension reinstatement ¹	
fee collected	\$148,100
FR-10 — Notice of requirement for liability insurance	
verification issued by law enforcement agencies in	
conjunction with traffic accident investigations and	
routine performance of duties	158,166
Convictions for operating/allowing the operation of an	
uninsured motor vehicle	3,671
Convictions for making/presenting a false insurance	
certificate	73

MOTOR VEHICLE TITLES

South Carolina's Motor Vehicle Title Act was approved by the General Assembly in 1957, and became effective Jan. 1, 1958. During the fiscal year ending June 30, 1982, 695,746 titles and 30,248 duplicates were processed.

Certificates of title are issued to motor vehicle owners only after approved applications and sufficient proof of ownership are submitted. Titles serve the two-fold purpose of affording permanent records of ownership and of providing a workable central lien recording device for banks and lending agencies engaged in financing motor vehicles or in accepting them as collateral for loans. The Department's central file of certificates of title is the sole recording place for liens on vehicles required to be registered and licensed. Certificates of title are mailed to the first lienholder of record.

Since 1966, owners of vehicles manufactured less than five years prior to current models who sell their vehicles as wreckage or salvage have been required to mail or deliver the certificates of title, license tags, registration cards, and manufacturer's serial plates to the Department for cancellation.

Owners of vehicles more than five years old which are being disposed of as wreckage or salvage are required to forward their certificates of title. This provision is designed to prevent the use of identification from wrecked or salvaged vehicles on stolen or converted vehicles.

The General Assembly adopted an Odometer Mileage Law in 1980 which became effective on Jan. 1, 1981. It requires odometer mileage readings to be recorded on all certificates of title issued by the Department or a deterrant to odometer mileage rollback and protection for the consumer.

MOTOR VEHICLE TITLES BY FISCAL YEARS

Fiscal Year	Titles	Duplicates
1958*	163,455	189
1958-59	402,811	6,472
1959-60	437,798	15,676
1960-61	419,743	18,867
1961-62	409,891	20,518
1962-63	460,937	11,853
1963-64	456,968	18,720
1964-65	485,303	16,569
1965-66	522,035	14,659
1966-67	515,338	16,482
1967-68	527,719	18,765
1968-69	566,125	19,034
1969-70	571,359	20,452
1970-71	586,221	19,302
1971-72	672,544	22,992
1972-73	746,149	21,162
1973-74	717,026	22,312
1974-75	676,050	23,236
1975-76	764,350	25,967
1976-77	836,635	30,852
1977-78	834,420	26,624
1978-79	858,116	27,655
1979-80	772,072	28,966
1980-81	753,009	30,622
1981-82	695,746	30,248

* Jan. 1, 1958-June 30, 1958

MOTOR VEHICLE INSPECTION

Annual motor vehicle inspections totaled 2,077,517 during the fiscal year. This compared with 2,055,779 during the previous fiscal year.

Eighty per cent of the vehicles passed without any repairs or adjustments being made by the inspection stations. Some repair or adjustment was required for 20 per cent of the vehicles to pass inspection and .04 per cent of these vehicles never returned to an inspection station for reinspection, indicating the possibility these vehicles were removed from the road. It is reasonable to assume a portion of the vehicles passing without any repairs or adjustments did, in fact, have some repairs or adjustments made to them in preparation for the inspection.

The average cost of repairs made by inspection stations during the fiscal year was \$1.92 per vehicle compared with \$1.94 per vehicle for the previous fiscal year.

On June 30, there were 3,066 licensed inspection stations in the state. The licenses of 228 stations were suspended for 30 days or more during the year because of violations of laws and regulations. The licenses of 68 stations were revoked; 177 stations were placed on probation, and 23

written complaints were received, investigated and appropriate action taken. A total of 329 inspection stations were checked with an undercover vehicle to determine the quality of the inspections being done. Also, 81 arrest warrants were signed by Department personnel and prosecution was concluded for administration violations.

Safety equipment required to be inspected under the current program includes brakes, lights, horn, steering mechanism, windshield wipers, directional signals, tires, exhaust system and glass.

During the fiscal year, the Highway Patrol made 17,251 cases for violations of the Motor Vehicle Inspection Law.

The fee for inspecting a vehicle and issuing a certificate of approval is \$3, with \$2.50 retained by the inspection station and 50 cents for each inspection certificate issued going to the Department.

HIGHWAY SAFETY PROGRAM

The highway safety office is responsible for assuring compliance with the state's comprehensive highway safety program governed by the 1966 Federal Highway Safety Act and subsequent acts.

The Department's Highway Safety Committee, composed of top-level officials and key personnel of the Department, meets bi-monthly to establish policies and to assist and direct the overall highway safety program. The Department's secretary-treasurer is chairman of the committee, the state highway engineer is co-chairman and the deputy state highway engineer is vice-chairman.

The director of highway safety is executive secretary of the committee and heads the highway safety office, which coordinates the unified highway safety efforts of all divisions of the Department and the operation of the Department's traffic records system, traffic safety education section and traffic accident research section.

A computerized traffic records system, a responsibility of the director, provides guidance in developing, monitoring and managing the state's highway safety program.

A continuing program of safety education is conducted by the traffic safety education section, composed of uniformed Highway Patrol officers supervised by a Patrol captain. Traffic safety information is communicated to the public through the media.

The highway safety office implements special highway safety projects conforming to the National Highway Safety Standards and secures federal funds for their financing.

During the year, expenditures of the highway safety office totaled \$470,996. Federal funds for highway safety projects totaled \$457,500, and \$362,475 in federal reimbursements were received during the year.

TRAFFIC RECORDS SYSTEM

The automated traffic records system furnishes information to state and political subdivision agencies for use in planning and administering their portion of the state's highway safety program. The objective of the system is to define problems and evaluate possible solutions in all areas of highway safety.

Utilizing the Department's computer system, the data related to the driver, vehicle and highway is collected and stored as a part of the system for subsequent retrieval and correlation with traffic collision data. Collision data generated from thousands of collision reports submitted by state, city and county police agencies to the Department as required by law is processed for rapid entry into the system via on-line computer terminal.

Information related to drivers and vehicles is almost instantaneously available to all MVD licensing offices and Highway Patrol communication centers through video terminals and to sheriff's offices and police departments in the state by the interfacing of the Department's computer system and SLED's computer-teletype system through a computer-switching mechanism. Current collision data is furnished to appropriate state and political subdivision agencies for identifying problem areas and evaluating programs aimed at reducing the number and severity of traffic collisions.

TRAFFIC SAFETY EDUCATION

The traffic safety education section of the highway safety office is responsible for statewide traffic safety instruction and other related information. Specially trained Highway Patrol officers present safety lectures, hold conferences, maintain safety displays and provide counseling to persons of all ages, using films, other visual aids, printed materials and portable mechanical safety belt "convincers."

During the year, these officers gave 762 safety presentations to audiences totaling 72,420 persons, showing 381 films in conjunction with their speeches. Films were loaned 2,550 times and shown to a total of 59,750 persons, and a total of 234,930 free leaflets, 6,860 driver's handbooks and 387 packets of safety materials were distributed.

The section licenses and inspects the operation of all commercial driver training schools in the state. During the year, permits were issued to 36 commercial schools and to 57 instructors. Private and parochial schools were issued 12 instructor's permits and public high school teachers were issued 300 instructor's permits.

Sixteen television spots and 24 radio spots were produced and distributed statewide and staff members participated in numerous radio and television talk shows.

"The Convincer," the safety belt demonstration device, appeared at shopping malls, fairs, high schools and industrial plants statewide.

A one-day traffic safety education seminar was conducted in Columbia, providing 65 industrial safety supervisors with public speaking information relating to traffic safety.

The National Safety Council's Defensive Driving Course was conducted by the traffic safety education section for 41 Departmental employees who have not had the course previously, and a two-hour refresher course was presented to 714 Departmental employees. Eighteen instructors attended a refresher training course.

Staff members judged statewide truck, car and bicycle "rodeos," and advised civic clubs, churches, industrial plants, schools, political subdivisions and others how to implement and improve traffic safety programs.

TRAFFIC ACCIDENT RESEARCH

The traffic records system collects and stores highway traffic collision data for use in federal, state and local improvement projects and programs, for research studies, and for regular statistical tabulations. Constant research has as its goal factual data which can be effective in the continuous efforts to reduce the number and severity of traffic collisions. The demand for accident research data has increased greatly in recent years because of requirements of federal, state and community highway safety programs. Additional in-depth collision data is supplied on a contract basis to federal agencies for programs such as the Fatal Accident Reporting System (FARS) and the National Accident Sampling System (NASS).

The system is designed to routinely search for high accident locations and identify those which are hazardous, based on number and severity of accidents and on traffic volumes. As these locations are detected, they are brought to the attention of the appropriate officials for engineering investigation, selective traffic enforcement and/or education.

Upon request by traffic engineers, city planners, police agencies and others, the system produces pertinent collision data for conducting accident research studies at specific locations throughout the state. Biannually political subdivision (PSD) accident tables are produced for all cities and towns with greater than 2,500 population for use by engineering, enforcement and traffic safety education personnel statewide.

Comparative motor vehicle traffic collision data is listed below:

	1981	1980	Change
Total collisions	88,425	91,016	-2.8 per cent
Traffic fatalities	846	859	-1.5 per cent
Mileage death rate	3.7	3.8	-2.6 per cent
Economic loss	\$365 million	\$340 million	+\$25 million

Detailed information on 1981 traffic collisions, deaths and injuries appear in *South Carolina Traffic Accidents*, a publication prepared by the office.

SOUTH CAROLINA MOTOR VEHICLE TRAFFIC ACCIDENTS ESTIMATED ECONOMIC LOSS 1979-80-81

County	Estimated Economic Loss		
	1979	1980	1981
Abbeville	\$ 1,400,000	\$ 1,400,000	\$ 1,800,000
Aiken	9,900,000	7,600,000	9,900,000
Allendale	500,000	1,000,000	800,000
Anderson	13,700,000	16,700,000	13,700,000
Bamberg	1,100,000	1,800,000	1,700,000
Barnwell	2,300,000	1,400,000	1,100,000
Beaufort	7,700,000	7,800,000	8,300,000
Berkeley	8,200,000	8,700,000	10,400,000
Calhoun	1,200,000	2,500,000	1,300,000
Charleston	37,600,000	37,400,000	42,000,000
Cherokee	5,400,000	4,600,000	5,900,000
Chester	3,700,000	3,800,000	3,000,000
Chesterfield	5,300,000	5,100,000	5,200,000
Clarendon	2,500,000	1,900,000	2,500,000
Colleton	7,400,000	4,600,000	6,200,000
Darlington	7,600,000	6,300,000	7,900,000
Dillon	3,700,000	4,300,000	5,200,000
Dorchester	6,600,000	6,600,000	8,500,000
Edgefield	2,200,000	2,200,000	1,900,000
Fairfield	2,400,000	2,300,000	3,400,000
Florence	8,300,000	11,100,000	12,300,000
Georgetown	5,500,000	4,700,000	4,400,000
Greenville	28,100,000	29,000,000	28,200,000
Greenwood	6,300,000	5,100,000	6,900,000
Hampton	2,000,000	900,000	1,600,000
Horry	13,900,000	18,300,000	18,700,000
Jasper	3,400,000	3,500,000	2,900,000
Kershaw	3,700,000	3,800,000	3,800,000
Lancaster	7,800,000	5,900,000	8,500,000
Laurens	3,600,000	6,400,000	8,400,000
Lee	1,400,000	1,800,000	1,400,000
Lexington	12,100,000	13,000,000	13,900,000

McCormick	1,400,000	900,000	1,500,000
Marion	2,900,000	4,400,000	5,200,000
Marlboro	2,400,000	3,300,000	3,100,000
Newberry	3,300,000	3,000,000	3,400,000
Oconee	2,300,000	5,300,000	5,300,000
Orangeburg	8,500,000	10,300,000	9,600,000
Pickens	5,300,000	5,600,000	8,100,000
Richland	30,400,000	29,100,000	29,600,000
Saluda	1,700,000	1,100,000	1,700,000
Spartanburg	19,100,000	20,600,000	17,600,000
Sumter	8,300,000	7,800,000	7,900,000
Union	3,400,000	2,900,000	2,900,000
Williamsburg	2,700,000	3,400,000	3,500,000
York	11,800,000	10,800,000	13,900,000
Total	\$330,000,000	\$340,000,000	\$365,000,000

CIVIL RIGHTS

The civil rights section is responsible for assuring compliance with various equal opportunity regulations both internally and externally in Department operations.

Specifically, it assures compliance with provisions of Section 22(a) of the Federal Aid Highway Act of 1968, Title 49 CFR Part 23 regarding Minority Business Enterprise participation in DOT-assisted programs, Titles VI, VII and VIII of the Civil Rights Act of 1964, and the S. C. Human Affairs Law of 1972, as amended.

During the year, the section conducted 44 on-site and two desk audit Equal Employment Opportunity (EEO) reviews on construction firms under contract with the Department. These contractors showed a willingness to correct problems where noted in their EEO program. No show-cause notices for non-compliance were required.

Employment reports for the month ended July 31, 1981 (the only peak employment data available at this time) showed that approximately 71 federal aid projects were subject to the EEO provisions. These projects cost approximately \$127.3 million and employed 1,464 persons, of whom 756 (51.64 per cent) were minority and 31 (2.12 per cent) were female.

The Department has continued its Minority Business Enterprise (MBE) program developed during 1980 in compliance with Part 23 of Title 49 Code of Federal Regulations.

MBE activities increased slightly during the year, but not as much as that experienced during the same period in 1980-81. After regulations were issued requiring the Department to develop an MBE plan and establish overall and specific MBE goals on federally-assisted highway projects, activities increased significantly.

No significant increase in MBE activities as a result of MBE provisions included in the state's Consolidated Procurement Code has been noted,

but it is anticipated that the provision will assist in generating more MBE activities in state-funded projects after prime contractors are aware that a four per cent tax credit can be claimed.

As of June 30, 1981, minority businesses had received \$2,798,837 in contracts and/or subcontracts, which represented 2.1 per cent of federal funds obligated. As of June 30, 1982, MBEs had been authorized to perform more than \$3.3 million worth of work.

Title VI is a separate and distinct section of the Civil Rights Act of 1964 and the Department implements procedures to comply with this law. The Department's Title VI Manual outlines policy and procedure for the various program areas where Title VI applies.

During 1981-82, the Department has continued compliance with Title VI.

Consultants reviewed for compliance had contracts in the amount of \$227,196. Monitoring and review assures that the Affirmative Action and Equal Employment Opportunity practices of consulting and research firms comply with Title VI requirements. The Department awarded a contract for consulting services to a minority firm during this period totaling approximately \$50,000.

The internal Equal Employment Opportunity program has continued to be an integral part of the agency's activities. The Affirmative Action officer, as a part of her daily duties, monitors all personnel activities including appointments, re-appointments and promotions to ensure compliance with the various civil rights laws. The Department's Affirmative Action Plan was revised in May 1982, in accordance with the standards contained in the South Carolina Human Affairs manual, *The Blueprint*, and is awaiting approval.

DAMAGE CLAIMS

Each year, numerous damage claims and lawsuits are entered against the Department for alleged losses and damages resulting from defects in highways, negligent operation of Department vehicles, as well as unconstitutional taking of property, and other causes. As a result, the Department paid during the year \$314,102 in claims, judgments and settlements resulting from suits.

Expenditures by the Department for damage claims and suits during the past 10 years were as follows:

1972-73	\$275,636
1973-74	274,434
1974-75	239,897
1975-76	298,493
1976-77	421,756

1977-78	288,303
1978-79	420,133
1979-80	372,525
1980-81	363,485
1981-82	\$314,102

Listed below is a summary of damage claims and lawsuits paid during the year compared with payments made the preceding year:

	1980-81	1981-82
Defects and negligent repair		
of highways	\$128,556	\$127,057
Negligent operation of vehicles ...	216,545	173,845
Unconstitutional taking of property	<u>18,383</u>	<u>13,200</u>
Total	\$363,485	\$314,102

The South Carolina Governmental Motor Vehicle Tort Claims Act (Section 15-77-210, 1976 Code of Laws) authorizes persons sustaining injury because of the negligent operation of any motor vehicle being operated by an employee of a governmental entity on official business to recover actual damages sustained not to exceed \$15,000 for personal injury or death and \$5,000 for property loss. The total amount recoverable from any one accident is limited to \$5,000 for property damage and \$30,000 for personal injury or death.

Section 57-5-1810 of the 1976 Code authorizes persons sustaining injury because of negligent repair of any state highway to file maintenance damage claims. The amount recoverable under this code section is limited to \$3,000 for property damage and \$8,000 for personal injury or death.

Claims filed against the Department are carefully and thoroughly investigated by a representative of the claims office, and the results of these investigations determine the final disposition as to approval or disapproval. Claims resulting in lawsuits also are investigated and forwarded with reports to the office of the Attorney General for appropriate action to protect the interests of the Department.

As of June 30, there were against the Department 131 damage claims totaling \$798,313 remaining under investigation. There were 537 suits totaling \$39,770,771 outstanding against the Department for which no action has been taken by the Attorney General.

The Department also collected from others who were responsible for damages to Department equipment and property, and for personal injuries. During the year, the Department collected \$396,110 for damages to mobile equipment, bridges and other facilities, and for personal injuries. Included in this figure are amounts collected under subrogation

rights in cases involving worker's compensation. The 723 claims collected during the year compared with 699 the previous year.

Following is a comparative summary of recoveries made during the past three years:

Item	1979-80	1980-81	1981-82
Bridge damage	\$104,339	\$ 53,592	\$ 98,874
Vehicle damage	113,671	96,783	97,343
Worker's compensation	43,535	71,939	47,624
Damage to other facilities	131,861	197,913	152,269
Total	\$393,406	\$420,227	\$396,110

WORKMEN'S COMPENSATION

Under authority of the provisions of Title 42-1-10 of the 1976 Code of Laws, the Department paid \$1,384,474 for the benefit of employees accidentally injured on their jobs, an increase of \$587,975 from the amount paid during the previous year.

Here is a summary of these benefits:

Doctors' and nurses' fees	\$ 138,903
Hospital expenses	\$ 248,912
Lost time from temporary disability	\$ 457,845
Specific loss — limbs and disfigurement	\$ 371,700
Death benefits	\$ 167,115
Total	\$1,384,474

Total worker's compensation payments made during the year amounted to \$1.60 per \$100 of the Department's payroll, compared with \$1.40 for the previous year. This cost compared favorably with the estimated premium rate of about \$2.40 per \$100 payroll, had worker's compensation insurance been purchased.

The Department processed 688 claims involving employees receiving job injuries for which benefits were claimed.

Injured employees were paid for time lost from their jobs at the rate of 66% per cent of their average weekly wages, with \$235 per week as the maximum amount. All doctor and hospital bills resulting from accidents were paid in full by the Department. The best medical treatment available within the state was afforded in each case in an effort by the Department to see that every person injured on the job suffered as little permanent injury as possible.

When an accident resulted in permanent injury to arm, hand, finger, leg, foot, eye, or the loss of any internal organ of the body, payments under a scale set by law were made to compensate the employee for loss. If

the resulting permanent injury was general in nature and the employee returned to his job at the same salary, he was entitled to payment for the time lost only, plus doctor and hospital expenses.

Any employee who suffered serious bodily disfigurement as a result of a job accident was paid a lump sum to compensate for such disfigurement. All such claimants were viewed by an industrial commissioner, and a fair and lawful sum of money was set in each case by the commissioner.

Each claim for worker's compensation benefits was thoroughly reviewed or investigated by the Department. Benefits were paid without delay and with the least amount of trouble possible to the employee when the claim was found valid. When a review or investigation resulted in findings that benefits were not due, the Department's worker's compensation attorney defended such claims before the Industrial Commission.

All payments made from the State Highway Fund for worker's compensation received prior approval of the Industrial Commission, and all settlements made by the Department with injured employees were approved by both the Industrial Commission and the Department's worker's compensation attorney.

NON-RESIDENT SUITS

During the year, the Department processed 599 cases in which the chief commissioner accepted service of the summonses and complaints as lawful attorney for the non-resident defendants in accordance with the provisions of Section 15-9-370 of the 1976 Code of Laws of South Carolina.

BEACH EROSION CONTROL

The Department did not perform any beach erosion control activities during the year.

(The scope of work over the years can be found in previous annual reports.)

INTERAGENCY COUNCIL ON PUBLIC TRANSPORTATION

Established within the Department is the Interagency Council on Public Transportation, which was created by the General Assembly in 1977 to advise the Department and the General Assembly on matters relating to public transportation in the state. The Council also has responsibility for reviewing and recommending actions on all state and local grant applications and pre-applications seeking financial assistance from the state or federal government for public transportation projects.

The Council's membership consisted initially of 18 state and local agencies with some involvement in public transportation. Three addi-

tional agencies were added to the Council by the General Assembly in 1981. Regular meetings of the Council are conducted on a quarterly basis and special meetings held occasionally as necessary. The Chief Commissioner of the Department of Highways and Public Transportation serves as chairman of the Council.

The Department employs an executive assistant to the Interagency Council, who, with the assistance of his staff, performs the day-to-day administration and management of various transit development, human service transportation and ridesharing demonstration projects undertaken by the Council and the Department.

The council is financially supported by annual appropriations from the state's general fund and from federal aid highway grant funds made available to the Department. Following is a summary of public transportation projects and budgeted costs implemented under the auspices of the Department and the Interagency Council during the year:

1. Completed implementation and evaluation of the Santee-Lynches Region pilot project.

Provided additional funds:

Santee-Wateree RTA	\$200,000
--------------------	-----------

Total state funds	\$200,000
-------------------	-----------

2. Completed comprehensive public transportation study and appraisal of "brokerage" transportation in the Greenville area. Provided additional funds to begin implementation of study recommendations:

Provided additional funds:

Greenville Transit Authority	\$ 40,000
------------------------------	-----------

Total state funds	\$ 40,000
-------------------	-----------

3. Began implementation of state grants through the "STAP." The following awards were recommended by the Council and approved by the State Highways and Public Transportation Commission:

- \$16,994 to the Pee Dee RTA to purchase five vans and three station wagons under the federal Section 18 program.
- \$16,994 to the Berkeley County Public Transportation System to purchase two buses and acquire technical assistance under the federal Section 18 program.
- \$16,994 to the Beaufort-Jasper RTA to purchase two buses and acquire technical assistance under the federal Section 18 program.
- \$15,821 to the Williamsburg County Transportation System to purchase three buses under the federal Section 18 program.
- \$1,173 to the Waccamaw Regional Planning and Development Council to match federal Section 18 funds and perform

technical assistance to the Williamsburg County Transportation System.

- \$4,400 to the Catawba Regional Planning Council to match federal Section 8 planning funds and perform transportation planning services to the South Carolina Human Service Demonstration Project underway in York county.
- A total of \$66,085 was awarded to regional planning agencies (Councils of Governments) to perform specific rideshare activities. State funds were pre-matched under a federal aid highway grant to the Department. The awards were as follows:

Berkeley-Charleston-Dorchester COG	\$ 12,350
Catawba COG	7,150
Central Midlands COG	12,350
Lowcountry COG	4,000
Lower Savannah COG	5,000
Pee Dee COG	4,000
Santee-Lynches COG	4,435
Upper Savannah COG	10,400
Waccamaw COG	6,400
Total state funds obligated under "STAP"	\$ 88,897
Total funds obligated under "STAP"	\$138,461

The following project objectives for the fiscal 1982-83 period have been recommended by the Interagency Council to the Department and approved by the State Highways and Public Transportation Commission:

- Provide capital equipment and administrative assistance to publicly-owned transportation operations under the State Transportation Assistance Program (STAP) \$175,413
- Provide assistance for technical services in the area of ridesharing under STAP \$ 55,200
- Provide assistance for capital equipment, administration and operating to the Santee Wateree RTA in order to continue with the consolidated public transportation program in the Santee-Lynches Region \$150,000
- Implement five state-level technical projects in conjunction with the Governor's Office, Division of Transportation \$ 56,500
- Evaluate statewide rideshare program \$ 16,124
- Begin implementation of Park and Ride Demonstration projects \$ 53,000
- Implement revolving fund for Beaufort-Jasper RTA \$ 60,000
- Continue implementation of projects from previous years
- Total FY 1982-83 projects \$566,237

PUBLIC INFORMATION

Improving public and employee understanding of the Department's programs, activities and concerns continued to be the primary responsibility of the public relations section.

The comprehensive public relations and public information program of the section included dissemination of news and other information by issuing 602 news releases of either state or local interest to newspapers and radio and television stations, answering numerous media inquiries, and arranging interviews with appropriate news sources within the Department.

In addition to public service announcements for radio and television, the Department's weekly radio program "Transportation Talks," prepared by the public relations staff, was used by about 35 stations in either 15-minute or five-minute format. "Newslines," the office's 24-hour-a-day telephone for electronic news media, provided voice actualities and periodic 90-second newsclips.

Two three-minute videotape newsclips were made available to 24 television stations.

"Carolina Highways," the employee magazine, was published on a bi-monthly schedule, and publication of the state primary highway map was coordinated with the mapping section. The "Great Towns" theme was used in cooperation with the State Development Board.

In a major revision, the driver's, motorcyclist's and truck driver's handbooks were combined into a "Driver's Guide" printed in newspaper format, making South Carolina the first state in the nation to use this innovative cost-effective method of dispensing vital information to the motoring public.

Several emphasis programs on highway user subjects employed thousands of leaflets, posters and other printed pieces, the most extensive being Family Safety Belt Month in September when written public service announcements were furnished radio and television stations and various printed pieces to newspapers. The "Saved By The Belt" program, in which a certificate is presented to anyone involved in a traffic accident who attributes his or her lack of injury or death to use of a safety belt, was continued.

The section developed and coordinated the Department's exhibit at the State Fair, which offered fairgoers the opportunity to renew driver's licenses and featured a display on the development of the state primary highway map from the 1920's to 1981.

A number of road and bridge dedications were held, and the office distributed promotional materials of the U.S. Savings Bonds program, and headed campaigns of the United Way, Good Health Appeal, Human Endeavor, and Red Cross Blood Bank within the Department.

Activities also included coordination of the fifth annual maintenance-construction awards luncheon and the first "secretarial-clerical appreciation day," both of which honored employees for their contributions to the Department.



DEPARTMENT NEEDS

DEPARTMENT NEEDS

The South Carolina Department of Highways and Public Transportation provides those services for the state mandated by the General Assembly, and subject to its review. All of the agency's responsibilities, some more directly than others, relate to the Department's chief responsibility to provide an adequate highway system to serve the motoring public in a safe and efficient manner.

There are existing needs as well as those that may be expected to occur over the next several years, as roads and bridges continue to deteriorate and travel patterns change.

These road and bridge needs are the responsibility of the engineering division, whose role is the planning, design, construction, maintenance and rehabilitation of the highway system. The largest needs, by dollar volume, are within the engineering budget: for preserving and upgrading the existing system, based on traffic volumes and safety, and for new construction where justified.

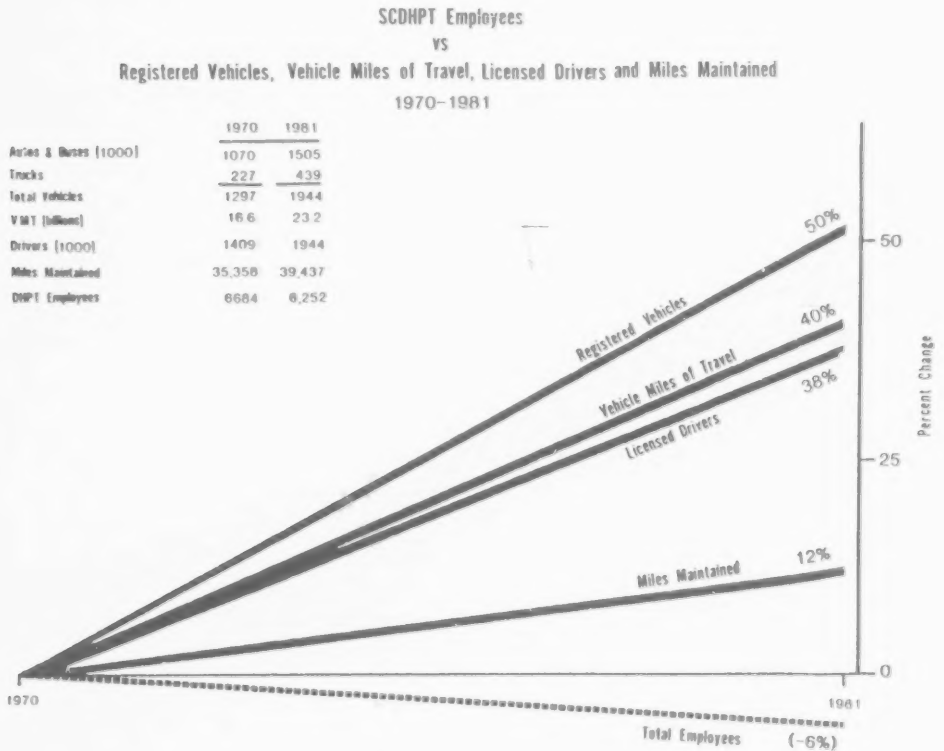


Figure A

The Department's other needs relate to (1) the Highway Patrol's responsibility to enforce the traffic laws and (2) the Motor Vehicle Division's responsibility to administer and enforce the laws affecting drivers and vehicles.

Needs are not tailored to available revenues, rather are based on a continuing monitoring to determine what deficiencies exist and to prioritize and correct these within the fiscal restraints that currently exist. The General Assembly determines how far it wishes to go toward financing the Department's needs. The 1981 enactment of a two-cent per gallon motor fuel tax increase and certain changes in the truck licensing provisions was evidence of the General Assembly's recognition of the Department's financial problem and their concern over the highway program.

Consumption will be less but revenues will increase for 1982-83 (the first full year the tax increase is effective) only slightly more than in 1981-82 due to declining consumption.

If inflation continues and motor fuel consumption continues to decline (mainly because of smaller cars and more efficient engines), it is obvious the Department will soon require additional funding in order to continue an adequate highway program for the citizens of South Carolina, for business and industry, and for out-of-state travelers.

Between 1971 and 1982, the Department reduced its number of employees, even though substantial increases occurred in vehicles and registered drivers, in miles added to the system for maintenance and traffic law enforcement, and in miles of travel (as shown in Figure A).

The needs of the Department as of June 30, 1982, are as follows:

Engineering

A deficiency study conducted in 1980 indicated that \$2.6 billion would be required to improve the state highway system (excluding the Interstate mileage) to the minimum structural and design standards of the American Association of State Highway and Transportation Officials. Although all of these needs, shown in Table A, are valid and should be met, attempting to do so within the foreseeable future under present economic conditions is unrealistic. However, the Department will attempt to satisfy the most critical needs with a continuation of the following programs:

Preservation of the System

While preservation of the system has been regarded by the Department as its No. 1 objective in recent years, the Commission and Department in 1981 clearly established the preeminence of preservation as a continuing commitment.

More resources than ever before have been committed to the resurfacing and rehabilitation of the highway system with federal and state funds. Including 100 miles of interstate resurfacing, \$45.7 million in federal funds were obligated. An encouraging trend has been that legislative delegations used \$5.5 million of their "C" funds for resurfacing 230 miles of existing secondary roads instead of for new construction. Maintenance contract resurfacing accounted for 744 miles — the largest by far in recent years — at a cost of nearly \$15 million. In all, including Interstate 4R and primary and secondary 3R, 1,528 miles will benefit from the expenditure of about \$66 million.

In 1982-83, \$25.7 million of the \$100.6 million maintenance budget is for resurfacing by contract (\$10.7 million more than in 1981-82).

Perhaps more significant, from a long-range standpoint, was the initiation of a formal pavement management system to provide the most realistic evaluation yet of the conditions of existing pavements. The pavement condition data gathered by district engineering personnel over a six-month period is being analyzed and will be used as a management tool and in a report to the Governor and General Assembly.

While this report will not be available until October 1982, a preliminary review indicates that about 10,000 miles of pavement will require resurfacing at a cost of about \$200 million. In an earlier study, 5,700 miles were found to be critically in need of resurfacing.

Maintenance of the nearly 40,000-mile state highway system was performed by a force averaging 3,045 (including office, shop and other personnel) during the year. On June 30, employment was at its highest level during the year: 3,110. The 1982-83 budget provides for 3,283. All three figures were far short of the 3,515 on the Department's table of organization for statewide maintenance based on experience and acceptable levels of service. (If the number of employees could be increased from 3,110 to 3,515, the cost would be \$4.5 million at current compensation levels.)

The Department is soon to engage in a pilot program with the Department of Corrections to use on maintenance 25 minimum security prisoners from each of five corrections facilities. If successful and expanded, this additional personnel, at a small cost to the Department, should partly offset the shortage of maintenance force employees as well as help the Department of Corrections.

As directed by 1981 legislation, the Department awarded pilot mainte-

nance contracts for mowing in Orangeburg County, for sideline pipe laying in Charleston County, and for pavement patching in Richland County. Results and costs of this maintenance by contract and by Department forces will be compared and the findings will be reported to the General Assembly.

The efficiency of the maintenance equipment fleet — trucks, motor graders, mowers, loaders, etc. — continues to deteriorate because the budget does not permit replacing obsolete and wornout units on a timely basis. Based on rated service life, \$39.9 million would be needed to replace all wornout and obsolete equipment. The 1982-83 budget provides \$4.6 million, up more than \$1 million from the previous year, but this is far short of what is needed. A pilot equipment management information system will be expanded to all 46 counties to better monitor equipment needs and maintenance care.

New maintenance shops are needed at Charleston, Columbia, Chester and Conway; new section sheds in Dorchester (Summerville), Lancaster (Van Wyck), Horry (Green Sea) and Richland (Ballentine) counties, and a truck shed at Allendale. A new section shed is under construction in Greenville County. Energy-saving improvements, such as insulation and storm doors and windows, are needed at all facilities.

Upgrading the Existing System

There are many miles of existing highways in the primary and secondary systems that need to be upgraded to improve safety, reduce congestion and save operating costs. Upgrading includes adding lanes to provide additional capacity; the widening or replacing of 1,272 deficient bridges; improving horizontal and vertical road alignments; intersection or other spot safety improvements, and improvements in traffic signalization (particularly with the aim of conserving energy).

New Primary Highway Construction

Completing the Interstate system and other key links in the primary highway system is an important priority. The time for building new highways on new locations has essentially passed and the few that will be constructed will be those which afford the only feasible relief for existing, severely overloaded sections.

Negotiations are under way leading to the award of contracts for consultant studies on alternative funding sources for major facilities in the Charleston area and on toll financing feasibility on a portion of the Southeastern Beltway at Columbia.

Matching Available Federal Aid

As a result of two factors, the lack of federal highway legislation at this

time and uncertainty as to the obligation authority which will be allowed for fiscal year 1983, this section will be addressed in narrative form.

Department revenues are projected to be approximately \$8 million short to match federal aid apportionments if the obligation ceiling which has been imposed for the past several years is removed entirely. However, from information furnished the Department, it appears that the obligation ceiling will remain in effect, which will necessitate holding reserves to match federal aid when the obligation ceiling is removed. If the Department's obligation authority is restricted as it appears, state funds will be available to match available federal funds with a balance carried forward to meet state match requirements when the obligation ceiling is lifted.

100 Per Cent State Construction

Sections 12-27-240 and 12-27-400, as amended, provide that 2.66 cents of the 13-cent motor fuel tax, the rate since Sept. 1, 1981, be used for the state secondary "C" program. Since fewer than 16,000 miles of the state highway system are on a federal aid system and since some types of improvements even on a federal aid system are not eligible for federal aid, a 100 per cent state program is needed in addition to the "C" program.

Many vital improvements not qualifying for federal aid, including upgrading existing roads, providing sidewalks near schools and in high population density areas, and access to new industries, could be financed out of a \$5 million, 100 per cent state program each year (in addition to the "C" program).

Highway Patrol

On June 30, 1981, the Highway Patrol, with responsibility for patrolling the 34,000 miles of state highways that lie outside municipalities, was under-strength by 80 uniformed personnel. The addition of 55 members of the February 1982 Patrol class brought the Patrol to 772, the highest strength since 1979. By June 30, 1982, the figure was down to 770. The 1982-83 budget provides for 792 uniformed personnel (including those in another Patrol class in February 1983).

Additional miles of Interstate highway and 24-hour patrolling have aggravated the personnel shortage. In addition, responsibilities such as administering breathalyzer tests, participating in nuclear preparedness exercises, and providing crowd control at special events add to the work load.

Building needs are extensive at both the district and local levels. Districts 1, 2, 6 and 7 are overcrowded. Many county offices are inadequate. Headquarters offices in Districts 3 and 5 will be renovated.

Motor Vehicle Division

This division in particular is affected by the increase in drivers and vehicles (see Figure A). It must provide adequate service facilities throughout the state where citizens can be served efficiently, in reasonable comfort. Its work often must be performed in times of "peak load" (at the end of each month, for example). In particular, the division is affected by any newly enacted legislation placing additional requirements on drivers and vehicles.

The 1982-83 budget provides for 842 employee slots, a number slightly higher than the actual number of employees on June 30.

The number of employees provided in the 1982-83 budget appears to be adequate except in several functional areas. Personnel will be required to staff any new facilities that may become operational during the year; also an estimated 10 to 15 driver's license examiners throughout the state to accommodate the increased number of applicants, and about 20 vehicle services personnel considered minimal to reach adequate levels of service in the issuance of licenses under the staggered license program.

Legislation enacted effectively July 1, 1982 providing for the collection of a four per cent excise tax on the casual sale of vehicles may require some additional MVD personnel. At the outset the tax will be collected by the South Carolina Tax Commission; the motoring public will be required to pay the sales tax at the tax commission prior to submitting an application at an MVD office to register a vehicle.

Immediate physical plant needs include Myrtle Beach, Summerville, Greenwood, Walterboro and Kingstree. Columbia (both Shop Road and Dentsville) and St. George and Dillon will require capital expenditures soon. New buildings have been renovated or completed this year at Greenville, Florence, Darlington and Orangeburg.

MVD operations are essentially on a one-to-one basis between employee and applicant for a license (or other service); how favorably the overall agency is perceived by the public is largely dependent on employees in this division (although others in all divisions also determine the agency's public image). On-the-job training and other motivational efforts are under way to help in all areas. In particular, a consolidation of vehicle and driver services is being studied to determine if a restructuring will provide better and more efficient service to the citizens of the state.

Public Transportation

Continued efforts are being made, working with the appropriate committees of the General Assembly and with the Governor's staff, and relying on the broad representation of both the Commission and the Interagency Council on Public Transportation to define and implement realistic and achievable public transportation goals for the state.

Legislation that would clarify the Department's role in the public transportation area was not passed in the 1982 session, as was recommended by the Commission and Department.

The section on the Interagency Council on Public Transportation, beginning on page 59, reports on present and continuing public transportation projects.

THE OVERRIDING NEED

As already indicated, present funding levels will not be adequate to continue to financing the highway program. The Department's overriding need is a source of revenue that responds to increasing costs, rather than one based on cents per gallon or dollars per vehicle. A variety of approaches has been taken by other states to make the tax on motor fuel relate more directly to the cost of fuel, costs of construction, or other economic indicators.

FINANCIAL AND STATISTICAL STATEMENTS

Table

- 1 Comparative Balance Sheet
- 2 Comparative Statement of General Fund Revenues, Other Receipts and Expenditures
- 3 Statement of Changes in Invested Capital, Reserves and Fund Balances
- 4 Statement of Receipts and Disbursements — Trust Funds
- 5 Statement of Receipts and Disbursements — Special Deposits Fund
- 6 Schedule of Net Expenditures by Objective Classification
- 7 Status of Allocated Highway Construction Funds
- 8 Funded Debt — Digest of Obligations and Comparison with Debt Limitation
- 9 Payroll Statistics Report
- 10 Mileage Summary Record by Counties
- 11 Net Motor Vehicle Registrations and Receipts by Classification
- 12 Net Motor Vehicle Registrations by Counties
- 13 Motor Vehicle Registrations and Receipts by Counties
- 14 Passenger Vehicle Registrations by Counties
- 15 Truck Registrations by Counties
- 16 Driver's Licenses Issued and Withdrawn by Fiscal Years
- 17 Summary by Counties of Driving Privileges Withdrawn

TABLE A
SUMMARY OF STATE HIGHWAY SYSTEM NEEDS^(a)
(Dollars in Millions)

Need or Deficiency	State Primary		State Secondary		Total State System	
	Quantity	Cost	Quantity	Cost	Quantity	Cost
Critical Resurfacing Needs	1,582 miles	\$ 79	4,145 miles	\$ 86	5,727 miles	\$ 165
Substandard Bridges	(No.)		(No.)		(No.)	
Functionally obsolete	165	79	479	108	644	187
Structurally deficient	18	110	393	89	411	199
Subtotal bridges	183	189	872	197	1,055	386
Narrow Pavements	(miles)		(miles)		(miles)	
Two-lane	2,260	310	8,917	927	11,177	1,237
Multi-lane ^(b)	111	27	27	9	138	36
Two-lane needing multi-lane	520	201	103	52	623	253
Subtotal pavements	2,891	538	9,047	988	11,938	1,526
Narrow Shoulders	1,919	159	1,872	119	3,791	278
New Roadways ^(b)						
Two-lane	76	85	0	0	76	85
Multi-lane	46	160	0	0	46	160
Subtotal new roadways	122	245	0	0	122	245
Traffic Operation and Spot Safety	—	14	—	3	—	17
Total needs		\$1,224		\$1,393		\$2,617

NOTES:

(a) Needs as of Dec. 31, 1980, using road inventory and traffic as of that date and 1979 prices. Interstate needs not included.

(b) New roadways included only when they are only feasible relief for existing, severely overloaded sections.

TABLE 1
COMPARATIVE BALANCE SHEET
June 30, 1982-June 30, 1981

ASSETS	1982	1981	Per Cent Increase (Decrease)
Current Assets			
Cash			
State Highway Fund	\$ 103,693,180.09	\$ 46,109,925.46	124.9
Revolving Fund	990,837.93	1,042,096.24	(4.9)
Working Fund	161,996.88	1.40	
	<u>\$ 104,846,014.90</u>	<u>\$ 47,152,023.10</u>	122.4
Cash Items			
Revolving Fund	\$ 21,439.00	\$ 14,365.00	49.2
Receivables			
Accounts Receivable	\$ 3,026,927.31	\$ 2,708,027.30	11.8
Grants-In-Aid Receivable — Federal	10,939,288.15	8,801,665.15	24.3
Grants-In-Aid Receivable — County and Municipal	516,926.42	540,285.00	(4.3)
Grants-In-Aid Receivable — Other	183,176.03	100,910.23	81.5
Working Fund Receivable	217,858.68	66,814.19	226.1
Revolving Fund Receivable	87,723.07	43,538.76	101.5
	<u>\$ 14,971,899.66</u>	<u>\$ 12,261,240.63</u>	22.1
Inventories			
General Materials and Supplies	\$ 1,545,359.47	\$ 1,558,619.77	(.9)
Office Supplies	220,283.15	232,299.48	(5.2)
Materials & Supplies — Equipment Repair Shops & Service Centers	6,299,289.57	5,712,973.38	10.0
	<u>\$ 8,064,932.19</u>	<u>\$ 7,503,892.63</u>	7.5
Total Current Assets	<u>\$ 127,904,285.75</u>	<u>\$ 66,931,521.36</u>	91.1
Special Fund Assets			
Cash			
Beach Erosion Fund	\$	\$ 8,799.73	
Trust Funds	801,607.70	1,002,883.11	(20.1)
Special Deposits Fund	2,687,078.27	2,493,882.12	7.7
Special Deposits — Securities	49,110.00	47,173.56	4.1
Total Special Fund Assets	<u>\$ 3,537,795.97</u>	<u>\$ 3,552,738.52</u>	(.4)
Deferred Assets			
Prepaid Leases	\$ 94,025.13	\$ 97,058.20	(3.1)
Prepaid Insurance	3,267.00	5,194.00	(37.1)
Prepaid Expense Postage	163,223.06	131,757.11	23.9
Fuel Tax Deposits	59,655.00	95,925.00	(37.8)
Undistributed Charges			
Other Undistributed Charges	149,280.25	135,510.71	10.2
Equipment Rental	452,001.87	586,064.80	(22.9)
Data Processing	400,236.01	135,533.99	195.3
Employee Benefits	673,247.24		
Equipment Depot Expense	91,878.50	45,692.77	101.1
Gasoline Cost Additive	827,691.98	432,626.16	91.3
Total Deferred Assets	<u>\$ 2,914,506.04</u>	<u>\$ 1,665,352.74</u>	75.0
Contingent Assets (Contra)			
Unobligated Federal Aid Apportionments	\$ 189,938,999.98	\$ 184,684,219.82	2.8
Agreements			
Unearned Federal Aid Construction	127,588,203.47	102,425,629.92	24.6
Unearned Other Participation		437,358.31	
Total Contingent Assets	<u>\$ 317,527,203.45</u>	<u>\$ 287,547,208.05</u>	10.4

TABLE 1 — Continued
COMPARATIVE BALANCE SHEET
June 30, 1982-June 30, 1981

ASSETS	1982	1981	Per Cent Increase (Decrease)
Fixed Assets			
Equipment			
Road Machinery and Automotive Equipment	\$ 53,060,275.39	\$ 50,454,900.37	5.2
Less Provision for Depreciation	1,458,864.25	1,408,503.00	3.6
	<u>\$ 51,601,411.14</u>	<u>\$ 49,046,397.37</u>	5.2
Office Furniture and Equipment	2,948,756.23	2,766,090.31	6.6
Power Tools and Equipment	1,286,858.00	1,201,834.09	7.1
Radio Equipment	2,868,064.72	2,936,205.29	(2.3)
Other Equipment	3,406,510.83	3,392,093.38	.4
	<u>\$ 62,111,600.92</u>	<u>\$ 59,342,620.44</u>	4.7
Land and Buildings			
Surplus Properties	\$ 124,604.55	\$ 124,604.55	
Buildings in Progress	1,787,344.05	11,874,977.22	(84.9)
Buildings Completed	22,909,452.20	12,276,795.92	86.6
	<u>\$ 24,821,400.80</u>	<u>\$ 24,276,377.69</u>	2.2
Roads and Bridges			
Projects in Progress	\$ 521,943,717.72	\$ 614,900,325.54	(15.1)
Completed Projects	2,375,243,562.96	2,155,547,041.73	10.2
	<u>\$2,897,187,280.68</u>	<u>\$2,770,447,367.27</u>	4.6
Total Fixed Assets	<u>\$2,984,120,282.40</u>	<u>\$2,854,066,365.40</u>	4.6
Total Assets	<u>\$3,436,004,073.61</u>	<u>\$3,213,763,186.07</u>	6.9

TABLE 1 — Continued
COMPARATIVE BALANCE SHEET
June 30, 1982-June 30, 1981

LIABILITIES AND CREDITS	1982	1981	Per Cent Increase (Decrease)
Current Liabilities			
Payables			
Accounts Payable	\$ 19,788,991.13	\$ 19,093,160.34	3.6
Contract Retainage	5,855,914.56	6,492,287.86	(9.8)
Workmen's Compensation Payable	173,784.43	198,867.15	(12.6)
Working Fund	345,498.18	557,734.84	(38.1)
Beach Erosion — Retainage		6,998.35	
Beach Erosion Fund — General		958.49	
Total Current Liabilities	\$ 26,164,188.30	\$ 25,350,007.03	(7)
Special Fund Liabilities			
Beach Erosion Fund	\$	\$ 842.89	
Advance Right of Way			
		\$ 842.89	
Trust Fund Liabilities			
Deposits for Right of Way	\$ 801,607.70	\$ 1,002,883.11	(20.1)
Special Deposits — Liabilities	\$ 2,736,188.27	\$ 2,541,055.68	7.7
Total Special Fund Liabilities	\$ 3,537,795.97	\$ 3,544,781.65	(2)
Deferred Credits			
Unapplied MVD Collections	\$ 14,745.45	\$ 16,575.25	(11.0)
MVD Suspense	2,962.40	1,278.24	131.8
Undistributed Credits			
Research and Materials Lab	330,666.33	353,211.64	(6.4)
Office & Engineering Supplies	190,915.98	43,098.61	343.0
Duplicating & Printing Expense	21,451.93	22,957.84	(6.6)
Warehouse Expense	94,784.07	124,835.84	(24.1)
Employee Benefits		300,939.64	
Total Deferred Credits	\$ 655,526.16	\$ 862,897.06	(24.0)
Contingent Credits (Contra)			
Unallotted Federal Aid Apportionments	\$ 189,938,999.98	\$ 184,684,219.82	2.8
Unearned Grants-in-Aid			
Federal Aid Project Agreements	127,588,203.47	102,425,629.92	24.6
Other Participation Agreements		437,358.31	
Total Contingent Credits	\$ 317,527,203.45	\$ 287,547,208.05	10.4
Long-Term Liabilities			
Reimbursement Agreements	\$ 2,953,507.39	\$ 2,775,608.39	6.4
Highway Bonds	60,000,000.00	69,500,000.00	(13.7)
Total Long-Term Liabilities	\$ 62,953,507.39	\$ 72,275,608.39	(12.9)
Total Liabilities & Credits	\$ 410,838,221.27	\$ 390,580,502.21	5.2
INVESTED CAPITAL, RESERVES AND FUND BALANCES			
Invested Capital	\$2,922,625,639.26	\$2,783,199,260.01	5.0
Reserves			
Revolving Fund	\$ 1,100,000.00	\$ 1,100,000.00	
Working Fund	1,800,000.00	1,300,000.00	38.5
Inventory — Repair Shops & Service Centers	6,299,289.57	5,712,973.38	10.3
Unallotted Reserve for Construction and Other Purposes	33,257,858.72	16,969,694.44	96.0
Total	\$ 42,457,148.29	\$ 25,082,667.82	69.3

TABLE 1 — Continued
COMPARATIVE BALANCE SHEET
June 30, 1982-June 30, 1981

LIABILITIES AND CREDITS	1982	1981	Per Cent Increase (Decrease)
Allocation of Funds Less			
Unrealized Resources			
Obligated Funds — Highway Construction	\$ 111,312,388.55	\$ 76,561,318.34	45.4
Unobligated Funds — Highway Construction	88,313,610.93	69,708,058.94	26.7
	<u>\$ 199,625,999.48</u>	<u>\$ 146,269,377.28</u>	36.5
Obligated Funds — Administration, Debt Service & Maintenance	\$ 12,194,474.13	\$ 5,722,357.97	113.1
Unobligated Funds — Administration, Debt Service & Maintenance	8,995,234.74	7,154,779.43	25.7
	<u>\$ 21,189,708.87</u>	<u>\$ 12,877,137.40</u>	64.6
	<u>\$ 220,815,708.35</u>	<u>\$ 159,146,514.68</u>	38.7
Less			
Estimated Revenues — Subsequent Year for Highway Construction	\$ 33,144,440.09	\$ 41,382,770.42	(19.9)
Estimated Grants-in-Aid			
Federal Aid Project Agreements	127,588,203.47	102,425,629.92	24.6
Other Participation Agreements		437,358.31	
	<u>\$ 160,732,643.56</u>	<u>\$ 144,245,758.65</u>	11.4
Total	<u>\$ 60,083,064.79</u>	<u>\$ 14,900,756.03</u>	303.2
Total Invested Capital, Reserves & Fund Balances	<u>\$3,025,165,852.34</u>	<u>\$2,823,182,683.86</u>	7.2
Total Liabilities, Invested Capital, Reserves and Fund Balances	<u>\$3,436,004,073.61</u>	<u>\$3,213,763,186.07</u>	6.9

TABLE 2
COMPARATIVE STATEMENT OF GENERAL FUND
REVENUES, OTHER RECEIPTS AND EXPENDITURES
For Years Ended June 30, 1982 and June 30, 1981

	1981-82	1980-81
Revenues and Other Receipts:		
Revenues:		
Motor Fuel Taxes:		
Gasoline Tax — 9.34¢	\$130,266,039.16	\$112,323,685.90
Gasoline Tax — 2.66¢	36,819,842.62	30,719,461.55
Fuel Oil Tax — 13¢	27,629,457.71	22,736,623.37
Gasohol Tax — 6¢	2,214,900.50	
Motor Carrier Road Use Tax	2,738,089.46	2,422,258.16
	<u>\$199,668,329.45</u>	<u>\$168,202,028.98</u>
License Fees		
Motor Carrier Registration Fees	\$ 724,544.23	\$ 696,768.50
Motor Vehicle License Fees	33,307,257.11	28,966,747.88
Motor Vehicle Driver's License Fees	2,639,903.50	2,893,120.00
Automobile Repairation Reform Act	1,911,370.46	1,946,517.65
Financial Responsibility Fees —		
Reinstatement Fees	149,075.00	131,200.00
Motor Vehicle Title Fees	2,172,976.00	2,320,564.00
Motor Vehicle Safety Fees		983,754.00
Motor Vehicle Dealers Permits	127,800.00	122,725.00
Motor Vehicle Training School Permits	4,360.00	2,650.00
Oversize and Overweight Vehicle Fees	253,240.00	254,344.00
Motor Vehicle License Penalties	155,704.00	127,682.00
Gross Vehicle Weight Violations	201,056.53	199,278.45
Deferred Credits — MVD Suspense	1,684.16	310.02 CR
Decrease in Undistributed Collections	1,829.80 CR	354,213.87
Excess Remittances Not Refunded	12,054.12	31,793.46
Vehicle Inspection Licenses	31,810.00	33,410.00
Vehicle Inspection Certificates	1,041,498.00	1,025,127.00
Identification Cards	40,460.00	36,526.00
Motor Vehicle Provisional Driver's License	21,200.00	18,896.00
Driver's License Knowledge Test Fee	527,932.00	284,998.00
Driver's License Reinstatement Fee	108,920.00	11,760.00
License Plate Replacement Fee	17,177.50	13,112.50
Not Otherwise Classified	39.32	
	<u>\$ 43,448,232.13</u>	<u>\$ 40,459,878.29</u>
Miscellaneous Receipts:		
Sale of Salvage	\$ 108,951.25	\$ 107,791.14
Sale of Equipment	728,414.02	338,934.58
Sale of Plans, Specifications & Proposals	8,945.00	6,267.50
Sale of Motor Vehicle Lists & Registration	83,004.21	47,814.93
Sale of Driver's Record Reports	3,247,290.00	2,815,577.00
Sale of Accident Record Reports	60,154.00	57,145.00
License Repossession Fees	639.50	740.00
Open-End Mobile Home Permits	500.00	994.00
Non-Resident Service Fees	2,966.00	2,512.00
Junk Yard Operating Permits		250.00
Sale of Maps	26,941.48	25,809.11
Outdoor Advertising Permits	27,512.00	30,170.00
Specific Service Signings	22,160.00	11,280.00
Parking Space Rental	45,850.34	45,892.00
Settlement of Claims	9,300.00	
Sale of Driver's License Data	4,029.50	1,019.50
Other:		
Sale of Land and Buildings on Right of Way (Closed Projects)	15,666.99	33,476.00
Rental of Land and Buildings and Other Structures	1,400.00	1,300.00
S. C. Use Tax Discount	1,058.77	1,243.58
Sale of Sign Manuals and Drawings	109.00	322.34
Window Overage		
Other	17,762.09	25,638.20
	<u>\$ 4,412,654.15</u>	<u>\$ 3,554,176.88</u>
Total Revenues	\$247,529,215.73	\$212,216,084.15

TABLE 2 — Continued
COMPARATIVE STATEMENT OF GENERAL FUND
REVENUES, OTHER RECEIPTS AND EXPENDITURES
For Years Ended June 30, 1982 and June 30, 1981

	1981-82	1980-81
Grants-in-Aid		
Federal Aid		
Interstate Gap Closing	\$ 133,603.21	\$ 882,327.30
Interstate	28,263,842.42	24,413,748.73
Primary/Urban	1,175,676.75	439,972.77
Urban System	2,957,603.91	1,179,433.91
Secondary	2,750,726.21	4,221,039.78
Defense Access	74,699.25	2,118.72 CR
Forest Highways	98,533.11	2,824.00 CR
Highway Planning Research	1,371,232.39	1,031,766.12
Traffic Operations (TOPICS)		79,155.23
Demonstration Railroad	1,052,974.03	2,148,678.61
Safer Off-System Roads	40,376.02	438,574.55
Metropolitan Planning	199,407.97	170,750.03
Bridge Replacement	28,587.12	404,053.25
Bridge Replacement — 65 Per Cent On-System	4,732,105.80	2,450,917.74
Bridge Replacement — 20 Per Cent Optional	608,797.54	241,580.98
Bridge Replacement — 15 Per Cent Off-System	1,151,495.04	953,136.63
Primary 3-R	5,263,320.43	2,226,045.31
Bridge Replacement — Discretionary	4,825,909.28	4,205,971.53
Economic Growth Center	662,536.17	1,225,314.25
Secondary 3-R	2,114,741.25	2,324,281.55
Interstate Discretionary	1,478,080.15	10,663,511.26
Highway Safety Program	274,180.15	824,889.33
Appalachian Development Highways	1,804,400.29	982,147.38
Appalachian Access Road Program	334,492.97	26,634.09 CR
Highway Beautification	421,656.37	42,720.03
Off-System Roads	18,901.87	48,131.13
Priority Primary Routes	205,432.54	256,835.99
Discretionary Priority Primary	6,971,171.98	4,157,877.11
Supportive Services	211,795.00	101,225.00
Rural Hwy. Public Trans. Demonstration		22,335.95
Interstate Resurfacing	847,088.11	444,630.69
Attributable Urban	1,774,437.67	2,307,348.05
Transitional Quarter	457,237.71	3,718,223.20
Consolidated Primary	7,468,509.04	10,783,461.67
Safety Programs		
Off-System Rail-Hwy — Protective Devices	56,725.12	18,370.43
Off-System Rail-Hwy — Elimination of Hazards	98,942.07	203,567.95
High Hazard Locations		1,693.61
Elimination of Roadside Obstacles		43,673.08
Safer Roads Demonstration	71,712.20	118,150.62
Hazards/Roadside Obstacles	21.89 CR	44,011.90 CR
Rail-Hwy. Crossing — Protective Devices	1,810,774.12	1,348,604.03
Rail-Hwy. Crossing — Elimination of Hazards	669,440.01	334,308.31
High Hazard/Roadside Obstacles	188,558.35	28,398.95
Pavement Marking	1,048,050.76	1,447,121.93
Hazard Reduction	426,146.50	73,074.90
Hazard Elimination	2,044,658.76	1,084,191.30
Total Federal Aid	\$ 86,218,537.75	\$ 88,015,651.46
Other Receipts	\$ 167,730.21	\$ 535,821.56
Reimbursement Agreements	\$ 710,000.00	\$
County and Municipal Receipts	\$ 518,048.17	\$ 219,277.45
Total Revenues and Other Receipts	\$335,143,531.86	\$300,986,834.62

TABLE 2 — Continued
COMPARATIVE STATEMENT OF GENERAL FUND
REVENUES, OTHER RECEIPTS AND EXPENDITURES
For Years Ended June 30, 1982 and June 30, 1981

	1981-82	1980-81
Expenditures:		
General Administration		
Highways and Public Transportation Commission	\$ 52,654.93	\$ 48,454.80
Chief Commissioner	133,492.45	150,431.32
Secretary-Treasurer	170,073.55	156,778.16
General Accounting	1,137,037.92	1,262,676.46
Procurement	186,968.60	164,252.16
Supply and Equipment	115,698.79	104,882.52
Personnel	418,448.88	389,322.65
Public Relations	272,481.34	257,064.67
Highway Traffic Safety	470,995.79	552,075.37
Damage Claims and Workmen's Compensation Administration	160,710.78	132,788.53
Internal Auditing	139,497.60	120,252.65
Data Processing Unit — Administration	67,696.52	63,819.33
Special Investigations	43,013.63	37,886.52
Central Mail Room	130,865.43	128,096.18
Central File Room	16,349.82	15,169.23
Budget Director	68,487.90	57,513.64
Legal Services	61,371.42	55,569.49
Building Plans	10,500.71	9,994.53
Supply Depot — Other Services	91,893.03	102,564.87
Equipment Service Depot	239,036.15	221,680.03
Central Equipment Service Station	9,603.48 CR	4,434.03 CR
Office Supply and Equipment Repair	32,381.30	37,400.83
Radio Maintenance	42,007.05	34,520.31
General Expense — Maintenance of		
Columbia Office Building	565,997.31	491,392.37
General Communications Service	582,718.17	514,608.59
Highway Maps and General Publications	66,146.78	76,640.65
Independent Auditing Expense	56,880.00	43,460.00
Proportionate Share of Administrative Cost of Other State Departments	3,706,819.00	3,013,605.00
Miscellaneous General Expense	65,580.06	68,365.30
Equipment Purchases	71,625.24	105,375.25
	<u>\$ 9,167,826.67</u>	<u>\$ 8,412,207.38</u>
Engineering Administration		
State Highway Engineer	\$ 208,529.94	\$ 196,152.48
Pre-Construction	238,967.01	244,236.16
Road Design Engineer	100,048.63	102,884.03
Right-of-Way Engineer	315,907.50	296,401.33
Construction Engineer	145,293.69	161,859.62
Bridge Engineer	103,929.55	267,187.49
Maintenance Engineer	183,236.55	166,104.43
Contract Administration	151,397.51	140,990.01
Federal Aid Coordinator	153,116.02	147,325.31
Utility Engineer	55,708.76	59,813.09
Bridge Design Engineer	135,787.37	123,786.64
District Administrator — 1	330,685.51	355,974.45
District Administrator — 2	265,993.56	230,249.81
District Administrator — 3	377,290.58	363,461.66
District Administrator — 4	259,782.43	254,769.61
District Administrator — 5	308,192.47	300,607.67
District Administrator — 6	329,637.20	288,281.44
District Administrator — 7	257,644.67	232,642.71
Research and Materials Lab	10,000.00 CR	12,369.44
Environmental Office	33,582.19	50,264.30
Final Plans	43,717.83	41,015.43
Oversize and Overweight Permits	81,839.52	86,787.37
Research and Materials Lab — Administration	93,099.05	64,375.95
Outdoor Advertising	47,162.53	41,391.24
Equipment Purchases	132,052.77	67,984.08
	<u>\$ 4,342,602.84</u>	<u>\$ 4,296,915.75</u>

TABLE 2 — Continued
COMPARATIVE STATEMENT OF GENERAL FUND
REVENUES, OTHER RECEIPTS AND EXPENDITURES
For Years Ended June 30, 1982 and June 30, 1981

	1981-82	1980-81
Motor Vehicle Division:		
Director	\$ 212,000 88	\$ 187,964 60
Driver's License Records	1,710,333 72	1,698,069 77
Driver's License Examinations	3,676,844 44	3,477,896 87
Financial Responsibility	315,209 81	307,351 50
Motor Vehicle Inspection	847,753 98	757,822 50
Automobile Reparation Reform	1,564,396 63	1,460,639 11
Title Section	1,083,464 22	1,093,084 37
Vehicle Services Offices	2,282,067 00	2,122,277 15
MVD Data Processing	992,301 46	884,011 55
Records Section	530,852 89	454,750 32
Audit and Review	528,599 60	405,579 30
MVD Supply	892,546 51	1,962,918 23
Equipment Purchases	251,677 49	164,622 37
	<u>\$ 14,888,048 03</u>	<u>\$ 14,976,987 64</u>
Highway Maintenance:		
Routine	\$ 62,746,100 54	\$ 58,424,248 71
Extraordinary	455,870 11	793,147 41
Retreatment	8,272,121 22	11,210,311 95
Equipment Purchases	3,499,003 63	3,104,888 39
	<u>\$ 74,973,095 50</u>	<u>\$ 73,532,596 46</u>
Highway Beautification:		
Control of Outdoor Advertising	\$ 62,981 33	\$ 163,655 91
Control of Junkyards		196 58 CR
	<u>\$ 62,981 33</u>	<u>\$ 163,459 33</u>
Streets and Drives — State Institutions	\$ 49,092 12	\$ 299,055 50
Roads and Drives — State Parks	\$ 48,122 34	\$ 46,863 24
Access Roads — Shipping Facilities	\$ 55,125 49	\$ 16,276 94
Damage Claims — Payments	\$ 491,904 48	\$ 429,036 33
Highway Patrol:		
Law Enforcement	\$ 23,292,541 71	\$ 22,894,119 88
Patrol Training School	329,310 45	
Equipment Purchases	2,301,673 58	2,335,358 17
	<u>\$ 25,923,525 74</u>	<u>\$ 25,229,478 05</u>
Retirement of Debt:		
Highway Bonds	\$ 9,500,000 00	\$ 9,500,000 00
Reimbursement Agreements	532,101 00	640,000 00
	<u>\$ 10,032,101 00</u>	<u>\$ 10,140,000 00</u>
Debt Service Expense:		
Interest Bonds	\$ 3,332,000 00	\$ 3,772,250 00
Bond and Coupon Service Charges	7,033 15	7,239 75
	<u>\$ 3,339,033 15</u>	<u>\$ 3,779,489 75</u>
Workmen's Compensation	\$ 1,417,619 37	\$ 820,273 08
Land and Buildings	\$ 548,587 61	\$ 920,821 24
Highway Construction:		
Highway Planning Research		
Highway Planning Survey	\$ 2,414,137 57	\$ 1,987,168 22
Indirect Construction:		
Advertising	9,656 23	8,230 67
In-Service Training	28,480 39	98,351 76
Preliminary Expenses on Projects Deleted		
from Construction Program	83 53	196 58
Incidental Expense on Closed Projects	5,019 66	13,121 21
Stream Flow Data	10,000 00	10,747 02
Supportive Services	154,540 21	158,500 00
Miscellaneous		611 50

TABLE 2 — Continued
COMPARATIVE STATEMENT OF GENERAL FUND
REVENUES, OTHER RECEIPTS AND EXPENDITURES
For Years Ended June 30, 1982 and June 30, 1981

	1981-82	1980-81
Direct Construction:		
Right of Way	4,603,848.57	5,090,714.60
Construction Engineering	9,625,655.36	9,451,071.30
Research and Testing	879,854.76	900,402.91
Final Plans	228,033.66	212,057.00
Roads and Bridges	101,313,509.68	117,519,717.80
Rest Areas and Information Centers	267,011.64	980,660.54
Railroad Warning Signals	3,145,476.95	2,037,547.46
Traffic Signals and Signs	1,210,323.05 CR	697,091.49 CR
Preliminary Engineering		
Soil Boring	149,864.89	180,447.45
Bridge Surveys and Boring	117,943.28	98,566.54
Environmental Impact Studies	227,651.86	117,802.68
Traffic Sign Plans	40,413.38	84,947.81
Right-of-Way Investigations	65,007.82	51,443.69
Road and Bridge Plans	2,305,454.88	2,668,289.55
Urban Section Plans — Roads	157,015.92	257,596.23
Preliminary Designs — Road Plans	236,728.56	255,193.78
Survey Parties — Field Survey	1,319,951.81	1,245,731.12
Safety Section Plans — Roads	67,386.59	85,977.70
Rural Section — Road Plans	123,522.65	97,422.63
Public Transportation	73,911.94	47,518.17
Bridge Inspection	447,233.84	377,109.99
Rest Areas and Information Centers	93,206.35	65,480.00
Utilities — Railroads	57,083.56	
Civil Rights Compliance	5,160.71	
Equipment Purchases	2,748.61	10,200.78
	<u>\$126,965,271.81</u>	<u>\$143,415,735.20</u>
Total Expenditures	<u>\$272,304,937.48</u>	<u>\$286,479,195.89</u>
Excess of Revenues and Other		
Receipts Over Expenditures	<u>\$ 62,838,594.38</u>	<u>\$ 14,507,638.73</u>
RECONCILIATION		
Cash Balance July 1:		
State Highway Fund	\$ 46,109,925.46	\$ 24,593,024.15
Excess Revenues and Other		
Receipts Over Expenditures	\$ 62,838,594.38	\$ 14,507,638.73
	<u>\$108,948,519.84</u>	<u>\$ 39,100,662.88</u>
Increase or Decrease in Receivables		
and Payables and Fund Transfers	\$ (5,255,339.75)	\$ 7,009,262.58
Cash Balance June 30	<u>\$103,693,180.09</u>	<u>\$ 46,109,925.46</u>

* Effective Sept. 1, 1981 7.84¢ gas tax distribution increased to 9.34¢; 2.16¢ gas tax increased to 2.66¢; 11¢ fuel oil tax increased to 13¢.

TABLE 3A
STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVES AND FUND BALANCES
For Year Ended June 30, 1982

	Balance July 1, 1981	Additions	Deductions	Balance June 30, 1982
Invested capital:	\$2,783,199,260.01	\$	\$	\$
Fixed asset additions		134,467,672.07		
Fixed asset retirements			4,363,393.82	
Payments on long-term liabilities		9,322,101.00		
Total invested capital	<u>\$2,783,199,260.01</u>	<u>\$143,789,773.07</u>	<u>\$ 4,363,393.82</u>	<u>\$2,922,625,639.26</u>
Reserves:				
Revolving fund	\$ 1,100,000.00	\$	\$	\$ 1,100,000.00
Working fund	\$ 1,300,000.00	\$	\$	\$
Increase in reserve		500,000.00		
	<u>\$ 1,300,000.00</u>	<u>\$ 500,000.00</u>	<u>\$</u>	<u>\$ 1,800,000.00</u>
Inventory — repair shops & service centers	\$ 5,712,973.38	\$	\$	\$
Increase in inventories		586,316.19		
	<u>\$ 5,712,973.38</u>	<u>\$ 586,316.19</u>	<u>\$</u>	<u>\$ 6,299,289.57</u>
Unallotted reserve for construction & other purposes	\$ 16,969,694.44	\$	\$	\$
Retained fund balance to cover budget overruns		15,999,733.85		
Excess of actual revenues over estimated		5,446,592.37		
Excess of actual expenditures over estimated			4,944,344.35	
Accumulated depreciation on equipment & vehicles transferred out of rental accounts		372,498.60		
Increase in inventories of repair shops & service center			586,316.19	
	<u>\$ 16,969,694.44</u>	<u>\$ 21,818,824.82</u>	<u>\$ 5,530,660.54</u>	<u>\$ 33,257,858.72</u>
Total reserves	<u>\$ 25,082,667.82</u>	<u>\$ 22,905,141.01</u>	<u>\$ 5,530,660.54</u>	<u>\$ 42,457,148.29</u>
Fund balances:				
Obligated funds — highway construction	\$ 76,561,318.34	\$	\$	\$
Net obligation in excess of liquidations of outstanding contracts, purchase orders, & other agreements		34,751,070.21		
	<u>\$ 76,561,318.34</u>	<u>\$ 34,751,070.21</u>	<u>\$</u>	<u>\$ 111,312,388.55</u>

TABLE 3A — Continued
STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVES AND FUND BALANCES
For Year Ended June 30, 1982

	Balance July 1, 1981	Additions	Deductions	Balance June 30, 1982
Unobligated funds — highway construction	\$ 69,708,058.94	\$	\$	\$
Net decrease in unobligated state funds			21,509,003.33	
Net increase in unobligated federal funds		3,490,250.02		
Net increase in unallotted allocation balances		41,632,450.84		
Net decrease in unobligated allotment balances			5,008,145.54	
	<u>\$ 69,708,058.94</u>	<u>\$ 45,122,700.86</u>	<u>\$ 26,517,148.87</u>	<u>\$ 88,313,610.93</u>
Obligated funds — administration, debt service & maintenance	\$ 5,722,357.97	\$	\$	\$
Net obligations short of liquidations of outstanding contracts, purchase orders & other agreements		6,472,116.16		
	<u>\$ 5,722,357.97</u>	<u>\$ 6,472,116.16</u>	<u>\$</u>	<u>\$ 12,194,474.13</u>
Unobligated funds — administration, debt service & maintenance	\$ 7,154,779.43	\$	\$	\$
Increase in unallotted allocation balances		383,433.34		
Increase in unobligated allotment balances		1,457,021.97		
	<u>\$ 7,154,779.43</u>	<u>\$ 1,840,455.31</u>	<u>\$</u>	<u>\$ 8,995,234.74</u>
Total allocation of funds	<u>\$ 159,146,514.68</u>	<u>\$ 88,186,342.54</u>	<u>\$ 26,517,148.87</u>	<u>\$ 220,815,708.35</u>

TABLE 3B — Continued
STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVES AND FUND BALANCES
For Year Ended June 30, 1981

	Balance July 1, 1980	Additions	Deductions	Balance June 30, 1981
Unobligated funds — highway construction	\$ 57,777,957.42	\$	\$	\$
Net increase in unobligated state funds .....	.....	11,331,400.00	.....	.....
Net decrease in unobligated federal funds .....	.....	.....	22,706,656.78	.....
Net increase in unallotted allocation balances .....	.....	18,621,724.07	.....	.....
Net increase in unobligated allotment balances .....	.....	4,683,634.23	.....	.....
	<u>\$ 57,777,957.42</u>	<u>\$ 34,636,758.30</u>	<u>\$22,706,656.78</u>	<u>\$ 69,708,058.94</u>
Obligated funds — administration, debt service & maintenance	\$ 9,132,888.74	\$	\$	\$
Net obligation short of liquidations of outstanding contracts, purchase orders & other agreements .....	.....	.....	3,410,530.77	.....
	<u>\$ 9,132,888.74</u>	<u>\$</u>	<u>\$ 3,410,530.77</u>	<u>\$ 5,722,357.97</u>
Unobligated funds — administration, debt service & maintenance	\$ 6,186,734.27	\$	\$	\$
Increase in unallotted allocation balances .....	.....	2,135,857.54	.....	.....
Decrease in unobligated allotment balances .....	.....	.....	1,167,812.38	.....
	<u>\$ 6,186,734.27</u>	<u>\$ 2,135,857.54</u>	<u>\$ 1,167,812.38</u>	<u>\$ 7,154,779.43</u>
Total allocation of funds	<u>\$ 172,505,659.56</u>	<u>\$ 36,772,615.84</u>	<u>\$50,131,760.72</u>	<u>\$ 159,146,514.68</u>

TABLE 3B — Continued
STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVES AND FUND BALANCES
For Year Ended June 30, 1981

	Balance July 1, 1980	Additions	Deductions	Balance June 30, 1981
Estimated revenues — subsequent year for				
highway construction	\$ 49,436,220.42	\$	\$	\$
1980-81 revenues realized for construction			50,407,050.00	
Estimated revenues subsequent to June 30, 1981		42,353,600.00		
	<u>\$ 49,436,220.42</u>	<u>\$ 42,353,600.00</u>	<u>\$50,407,050.00</u>	<u>\$ 41,382,770.42</u>
Federal aid project agreements	\$ 109,726,509.34	\$	\$	\$
Decrease in project agreements			7,300,879.42	
	<u>\$ 109,726,509.34</u>	<u>\$</u>	<u>\$ 7,300,879.42</u>	<u>\$ 102,425,629.92</u>
Other participation agreements	\$ 588,363.49	\$	\$	\$
Decrease in other participation agreements			151,005.18	
	<u>\$ 588,363.49</u>	<u>\$</u>	<u>\$ 151,005.18</u>	<u>\$ 437,358.31</u>
Total unrealized resources	<u>\$ 159,751,093.25</u>	<u>\$ 42,353,600.00</u>	<u>\$57,858,934.60</u>	<u>\$ 144,245,758.65</u>
Total allocation of funds less				
unrealized resources	<u>\$ 12,754,566.31</u>	<u>\$</u>	<u>\$</u>	<u>\$ 14,900,756.03</u>

TABLE 4
STATEMENT OF RECEIPTS AND DISBURSEMENTS TRUST
FUNDS
For Years Ended June 30, 1982 and June 30, 1981

	Advance Right of Way	Deposits for Right of Way
Balance July 1, 1980	\$	\$1,110,036.11
Receipts	2,169,694.37	1,589,440.00
Total available	\$2,169,694.37	\$2,699,476.11
Disbursements	2,169,694.37	1,696,593.00
Balance June 30, 1981	\$	\$1,002,883.11
Receipts	945,089.28	1,034,055.09
Total available	\$ 945,089.28	\$2,036,938.20
Disbursements	945,089.28	1,235,330.50
Balance June 30, 1982	\$	\$ 801,607.70

TABLE 5A — Continued
STATEMENT OF RECEIPTS AND DISBURSEMENTS SPECIAL DEPOSITS FUND
For Year Ended June 30, 1982

	Balance July 1, 1981	Receipts July-June	Total Available	Disbursements July-June	Balance June 30, 1982
Accident record reports	2,225.00	75.00	2,300.00	.....	2,300.00
Oversize and overweight vehicle permits	56,035.00	188,320.00	244,355.00	179,370.00	64,985.00
Open-end mobile home permit bonds	6,000.00	1,500.00	7,500.00	500.00	7,000.00
Anti-trust violations	199,397.74	535,000.00	734,397.74	11,892.53	722,505.21
Driver's record check deposits	48,600.00	.....	48,600.00	600.00	48,000.00
Christmas savings club	107,598.00	1,938,566.00	2,046,164.00	2,046,164.00	.....
SCDHPT District #3 Credit Union	8,362.00	153,432.50	161,794.50	161,794.50	.....
SCDHPT District #5 Credit Union	20,399.00	298,465.00	318,864.00	318,864.00	.....
SCDHPT District #7 Credit Union	26,059.50	401,243.50	427,303.00	427,303.00	.....
SCDHPT Headquarters Credit Union	69,294.75	1,706,230.00	1,775,524.75	1,775,524.75	.....
United Way of the Midlands	283.93	5,347.92	5,631.85	5,368.45	263.40
American Family Insurance Co. ....	.....	57,385.33	57,385.33	56,510.72	874.61
Calcina Agency Insurance Co. ....	.....	19,677.88	19,677.88	18,794.79	883.09
The General Agency .....	.....	32,341.26	32,341.26	31,101.20	1,240.06
Liberty Life Insurance Co. ....	.....	671.44	671.44	633.37	38.07
Total	<u>\$2,541,055.68</u>	<u>\$36,114,532.33</u>	<u>\$38,655,588.01</u>	<u>\$35,919,399.74</u>	<u>\$2,736,188.27</u>
Summary of special deposits:					
Cash					<u>\$2,687,078.27</u>
Special deposits — securities					<u>\$ 49,110.00</u>
Total					<u>\$2,736,188.27</u>

TABLE 3A — Continued
STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVES AND FUND BALANCES
For Year Ended June 30, 1982

	Balance July 1, 1981	Additions	Deductions	Balance June 30, 1982
Estimated revenues — subsequent year for				
highway construction	\$ 41,382,770.42	\$	\$	\$
1981-82 revenues realized for construction .....	.....	.....	99,894,465.33	.....
Estimated revenues subsequent to June 30, 1982 .....	.....	91,656,135.00	.....	.....
	<u>\$ 41,382,770.42</u>	<u>\$ 91,656,135.00</u>	<u>\$ 99,894,465.33</u>	<u>\$ 33,144,440.09</u>
Federal aid project agreements	\$ 102,425,629.92	\$	\$	\$
Increase in project agreements .....	.....	25,162,573.55	.....	.....
	<u>\$ 102,425,629.92</u>	<u>\$ 25,162,573.55</u>	<u>\$</u>	<u>\$ 127,588,203.47</u>
Other participation agreements	\$ 437,358.31	\$	\$	\$
Decrease in other participation agreements .....	.....	.....	437,358.31	.....
Total unrealized resources	<u>\$ 144,245,758.65</u>	<u>\$116,818,708.55</u>	<u>\$100,331,823.64</u>	<u>\$ 160,732,643.56</u>
Total allocation of funds less unrealized resources	<u>\$ 14,903,756.03</u>	<u>\$</u>	<u>\$</u>	<u>\$ 60,083,064.79</u>

TABLE 3B
STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVES AND FUND BALANCES
For Year Ended June 30, 1981

	Balance July 1, 1980	Additions	Deductions	Balance June 30, 1981
Invested capital:	\$2,624,748,571.65	\$	\$	\$
Fixed asset additions		150,951,751.94		
Fixed asset retirements			2,641,063.58	
Payments on long-term liabilities		10,140,000.00		
Total invested capital	<u>\$2,624,748,571.65</u>	<u>\$161,091,751.94</u>	<u>\$ 2,641,063.58</u>	<u>\$2,783,199,260.01</u>
Reserves:				
Revolving fund	\$ 1,100,000.00	\$	\$	\$ 1,100,000.00
Working fund	\$ 1,300,000.00	\$	\$	\$ 1,300,000.00
Inventory — repair shops & service centers	\$ 5,096,991.97	\$	\$	\$
Increase in inventories		615,981.41		
	<u>\$ 5,096,991.97</u>	<u>\$ 615,981.41</u>	<u>\$</u>	<u>\$ 5,712,973.38</u>
Unallotted reserve for construction & other purposes	\$ 5,805,339.23	\$	\$	\$
Retained fund balance to cover budget overruns		17,582,509.58		
Excess of actual revenues over estimated		2,130,180.30		
Excess of actual expenditures over estimated			8,259,834.19	
Accumulated depreciation on equipment & vehicles transferred out of rental accounts		327,480.93		
Increase in inventories of repair shops & service centers			615,981.41	
	<u>\$ 5,805,339.23</u>	<u>\$ 20,040,170.81</u>	<u>\$ 8,875,815.60</u>	<u>\$ 16,969,694.44</u>
Total reserves	<u>\$ 13,302,331.20</u>	<u>\$ 20,656,152.22</u>	<u>\$ 8,875,815.60</u>	<u>\$ 25,082,667.82</u>
Fund balances:				
Obligated funds — highway construction	\$ 99,408,079.13	\$	\$	\$
Net obligations short of liquidations of outstanding contracts, purchase orders, & other agreements			22,846,760.79	
	<u>\$ 99,408,079.13</u>	<u>\$</u>	<u>\$22,846,760.79</u>	<u>\$ 76,561,318.34</u>

TABLE 5A
STATEMENT OF RECEIPTS AND DISBURSEMENTS SPECIAL DEPOSITS FUND
For Year Ended June 30, 1982

	Balance July 1, 1981	Receipts July-June	Total Available	Disbursements July-June	Balance June 30, 1982
Retirement	\$ 339,115.49	\$ 8,161,008.70	\$ 8,500,124.19	\$ 8,205,153.62	\$ 294,970.57
Employee bond deductions	7,876.89	90,921.36	98,798.25	92,297.17	6,501.08
Unemployment compensation .....	.....	160,718.92	160,718.92	160,718.92	.....
Social Security contributions	703,894.45	10,766,038.84	11,469,933.29	10,801,958.84	667,974.45
Contractor's compliance bonds	5,000.00	.....	5,000.00	.....	5,000.00
S. C. income tax levies	316.54	2,369.01	2,685.55	2,685.55	1,803.42
Unclaimed wages	1,835.84	.....	1,835.84	32.42	.....
Miscellaneous suspense items	56,405.35	32,568.51	88,973.86	31,108.03	57,865.83
S. C. sales & use tax	27,104.50	99,500.63	126,605.13	97,643.48	28,961.65
S. C. income tax withheld — employees	365,020.12	3,261,588.21	3,626,608.33	3,263,410.80	363,197.53
S. C. income tax withheld — contractors	4,543.50	3,560.35	8,103.85	6,016.59	2,087.26
Good Health Appeal	631.68	4,100.04	4,731.72	4,281.88	449.84
Advance right-of-way suspense income	46,210.00	62,320.00	108,530.00	95,755.00	12,775.00
Colonial Life Insurance Company	13,708.07	239,288.35	252,996.42	242,986.61	10,009.81
Pilot Life Insurance Company	789.46	3,962.60	4,752.06	4,752.06	.....
Federal income tax levies	926.26	17,244.62	18,170.88	18,109.31	61.57
Retirement contributions — S. C. Police					
Officers Retirement System	61,577.78	2,518,760.68	2,580,338.46	2,516,169.33	64,169.13
State employees insurance plan	155,150.83	4,915,781.87	5,070,932.70	4,931,885.06	139,047.64
American Defender Life Ins. Company	14,890.68	358,358.89	373,249.57	367,182.89	6,066.68
Financial responsibility	191,803.32	78,184.92	269,988.24	42,830.87	227,157.37

TABLE 5B
STATEMENT OF RECEIPTS AND DISBURSEMENTS SPECIAL DEPOSITS FUND
For Year Ended June 30, 1981

	Balance July 1, 1980	Receipts July-June	Total Available	Disbursements July-June	Balance June 30, 1981
Retirement	\$ 309,440.92	\$ 7,814,118.57	\$ 8,123,559.49	\$ 7,784,444.00	\$ 339,115.49
Employee bond deductions	12,904.28	106,971.21	119,875.49	111,998.60	7,876.89
Unemployment compensation		156,048.88	156,048.88	156,048.88	
Social Security contributions	2,228,353.15	10,075,840.62	12,304,193.77	11,600,299.32	703,894.45
Contractor's compliance bonds	5,000.00		5,000.00		5,000.00
S. C. income tax levies		2,684.47	2,684.47	2,367.93	316.54
Unclaimed wages	2,118.04	132.85	2,250.89	415.05	1,835.84
Miscellaneous suspense items	55,855.83	48,113.24	103,969.07	47,563.72	56,405.35
S. C. sales & use tax	32,564.93	121,407.65	153,972.58	126,868.08	27,104.50
S. C. income tax withheld — employees	331,667.01	3,050,202.58	3,381,869.59	3,016,849.47	365,020.12
S. C. income tax withheld — contractors		4,761.21	4,761.21	217.71	4,543.50
Good Health Appeal	720.63	4,854.71	5,575.34	4,943.66	631.68
Advance right-of-way suspense items		46,210.00	46,210.00		46,210.00
Colonial Life Insurance Company	12,621.19	166,503.62	179,124.81	165,416.74	13,708.07
Pilot Life Insurance Company	816.82	10,142.67	10,959.49	10,170.03	789.46
Federal income tax levies	687.43	19,958.82	20,646.25	19,719.99	926.26
Retirement contributions — S. C. Police					
Officers Retirement System	55,350.97	2,394,359.42	2,449,710.39	2,388,132.61	61,577.78
State employees insurance plan	135,472.74	3,907,157.93	4,042,630.67	3,887,479.84	155,150.83

TABLE 5B — Continued
STATEMENT OF RECEIPTS AND DISBURSEMENTS SPECIAL DEPOSITS FUND
For Year Ended June 30, 1981

	Balance July 1, 1980	Receipts July-June	Total Available	Disbursements July-June	Balance June 30, 1981
American Defender Life Ins. Company	14,973.26	390,042.98	405,016.24	390,125.56	14,890.68
Financial responsibility	150,479.73	77,595.13	228,074.86	36,271.54	191,803.32
Accident record reports	2,025.00	200.00	2,225.00	.....	2,225.00
Oversize and overweight vehicle permits	67,080.00	175,900.00	242,980.00	186,945.00	56,035.00
Open end mobile home permit bonds	5,500.00	500.00	6,000.00	.....	6,000.00
Anti-trust violations .....	.....	200,000.00	200,000.00	602.26	199,397.74
Driver's record check deposits	51,100.00	900.00	52,000.00	3,400.00	48,600.00
Christmas savings club	102,598.00	1,928,285.00	2,030,883.00	1,923,285.00	107,598.00
SCDHPT District #3 Credit Union	7,804.00	159,763.00	167,567.00	159,205.00	8,362.00
SCDHPT District #5 Credit Union	20,701.00	321,044.00	341,745.00	321,346.00	20,399.00
SCDHPT District #7 Credit Union	21,952.50	382,359.00	404,311.50	378,252.00	26,059.50
SCDHPT Headquarters Credit Union	61,724.75	1,538,889.00	1,600,613.75	1,531,319.00	69,294.75
United Way of the Midlands	386.84	6,065.30	6,452.14	6,168.21	283.93
Total	<u>\$3,689,899.02</u>	<u>\$33,111,011.86</u>	<u>\$36,800,910.88</u>	<u>\$34,259,855.20</u>	<u>\$2,541,055.68</u>
Summary of special deposits:					
Cash					<u>\$2,493,882.12</u>
Special deposits — securities					<u>\$ 47,173.56</u>
Total					<u>\$2,541,055.68</u>

TABLE 6
NET EXPENDITURES BY OBJECTIVE CLASSIFICATION
For Years Ended June 30, 1982 and June 30, 1981

	1981-82	1980-81
Personal Services:		
Highway Commissioners	\$ 18,747.77	\$ 17,197.00
Officials and Employees	65,483,538.60	76,643,984.55
S.C. Police Officers	15,528,501.58	.....
Leave Payments — Workmen's Compensation Supplement .....	.....	395.07
State Retirement	6,772,863.82	6,319,746.52
Workmen's Compensation	286,216.32	294,348.26
Social Security — FICA	5,122,460.39	4,874,054.98
State Employees Insurance Plan	2,502,342.58	2,360,734.98
Unemployment Compensation	136,564.86	187,590.75
	<u>\$ 95,851,235.92</u>	<u>\$ 90,698,052.11</u>
Travel and Subsistence:		
Travel	\$ 311,479.28	\$ 357,128.76
Condemnation Boards	15,233.41	14,286.02
Railroad, Airplane, and Bus Fares	9,366.13	7,069.39
Travel and Subsistence Expenses — Other	4,524.85	363.95
	<u>\$ 340,603.67</u>	<u>\$ 378,120.22</u>
Transportation of Commodities:		
Freight and Express	\$ 4,932.79	\$ 5,983.27
	<u>\$ 4,932.79</u>	<u>\$ 5,983.27</u>
Communication Services:		
Telephone and Telegraph	\$ 549,545.98	\$ 473,683.82
Postage	932,095.03	838,180.22
	<u>\$ 1,481,641.01</u>	<u>\$ 1,311,864.04</u>
Rents and Utilities:		
Rental of Land and Structures	\$ 9,121.87	\$ 10,422.28
Rental of Equipment	138,118.12	98,219.36
Rental of Data Processing Equipment	327,639.03	644,588.95
Electricity, Gas Water and Heating Fuel	1,332,426.67	1,120,877.24
	<u>\$ 1,807,305.69</u>	<u>\$ 1,874,107.83</u>
Printing, Binding and Advertising:		
Printing and Binding	\$ 193,016.14	\$ 300,619.22
Advertising	22,317.11	28,276.39
Logo Signs .....	.....	13,894.61
	<u>\$ 215,333.25</u>	<u>\$ 342,790.22</u>
Contractual Repairs and Services:		
Highway Maintenance Contracts	\$ 623,399.80	\$ 417,396.35
Contractual Repairs and Service:		
Highway Retreatment Contracts	\$ 7,628,214.48	\$ 10,614,387.30
Equipment Repairs and Alterations	329,390.20	289,151.24
Building and Structure Repairs	176,236.39	229,092.58
	<u>\$ 8,757,240.87</u>	<u>\$ 11,550,027.47</u>

TABLE 6 — Continued
NET EXPENDITURES BY OBJECTIVE CLASSIFICATION
For Years Ended June 30, 1982 and June 30, 1981

	1981-82	1980-81
Fees, Professional and Other Services:		
Professional Fees — Engineering	\$ 549,460.69	\$ 877,758.07
Professional Fees — Auditing	56,880.00	43,460.00
Professional Fees — Legal	324,286.75	264,960.04
Doctor and Nurse Fees	122,115.89	88,163.87
Stenographic Fees — Condemnation Boards ..	10,525.82	7,824.76
Laboratory Fees	244,333.68	200,212.75
Appraiser Fees	164,277.99	235,397.40
Per Diem Condemnation Boards/ Interagency Council	16,753.50	17,876.50
Fees Not Otherwise Classified	464,009.30	480,168.18
	<u>\$ 1,952,643.62</u>	<u>\$ 2,215,821.57</u>
Other Contractual Services:		
Dues and Subscriptions	\$ 33,214.53	\$ 54,346.99
Data Processing	150.24	.....
Cleaning of Patrol Uniforms	92,746.45	.....
Insurance and Bond Premiums	87,730.41	88,489.38
Hospital Expense	224,318.98	110,776.92
In-Service Training	9,065.63	20,171.79
Photographic and Media Services	6,298.04	8,765.44
Removal of Signs	60,091.00	139,505.45
Miscellaneous Contractual Services	4,305,309.88	3,536,312.12
	<u>\$ 4,818,925.16</u>	<u>\$ 3,958,368.09</u>
Materials and Supply — Maintenance and Construction:		
Material Pits	\$ 41,315.05	\$ 70,313.15
Aggregate	1,334,269.15	915,796.79
Asphalt, Road Oil, Joint Fillers	6,793,461.84	7,021,168.93
Epoxy Patching Compound	653.31	.....
Structural Steel	117,622.69	43,078.76
Flat Iron, Steel Bars/Sheets, Angle Iron	12,907.14	.....
Portland Cement and Concrete	231,523.86	202,037.45
Culvert Pipe	920,267.19	795,567.98
Bricks and Cement Blocks	16,148.05	16,976.15
Precast Concrete Bridge Sections	276,963.92	543,700.22
Castings, Grates and Manhole Covers	27,220.56	32,531.60
Calcium and Sodium Chloride	134,074.23	209,760.87
Guard Rails, Ends, Bolts & Accessories	28,650.90	.....
Traffic Paints and Additives	\$ 1,843,529.50	\$ 1,933,224.50
Signs and Markers	1,828,525.16	1,752,858.80
Signals	656,981.43	466,395.52
Paints, Additives, Preservatives — Not Traffic	151,070.92	116,843.31
Crash Cushions and Attenuators	36,733.27	8,511.80
Signs and Markers — Logo	18,958.00	.....
Guy Cables and Electrical Wire	2,735.28	.....
Bolts, Washers, Fasteners, Etc.	14,595.77	.....

TABLE 6 — Continued
NET EXPENDITURES BY OBJECTIVE CLASSIFICATION
For Years Ended June 30, 1982 and June 30, 1981

	1981-82	1980-81
Lumber — Posts, Pilings, Etc.	422,444.36	451,864.39
Stakes	412.83	.....
Fertilizer, Seed and Herbicide	364,371.79	202,526.24
	<u>\$ 15,275,436.20</u>	<u>\$ 14,783,156.46</u>
Equipment Repair Parts, Supplies, Accessories:		
Gasoline	\$ 8,490,403.58	\$ 8,382,311.13
Diesel Fuel	781,242.79	684,527.65
Motor Oil	185,283.53	152,787.38
Greases and Transmission Oil	162,817.78	141,937.96
Anti-Freeze, Washing, Waxing Supplies	75,073.15	87,050.54
Tires and Tubes	934,240.03	854,310.84
Batteries	145,004.68	144,050.21
Tire Chains	1,393.02	.....
Equipment Repair and Replacement Parts	3,316,436.87	3,111,747.15
Radio Parts	23,251.79	21,825.04
	<u>\$ 14,115,147.22</u>	<u>\$ 13,580,547.90</u>
Professional, Scientific Materials and Supplies:		
Engineering	\$ 11,607.19	\$ 12,588.31
Films — Developed Movie	1,665.47	9,248.06
Photographic and Reproduction Supplies	136,279.10	135,537.27
Medical Supplies	45,341.26	34,181.11
Data Processing Supplies	86,198.68	39,364.10
Materials Not Otherwise Classified	10,701.76	12,236.13
	<u>\$ 291,793.46</u>	<u>\$ 243,154.98</u>
Office Supplies:		
Stationery and Supplies	\$ 155,508.32	\$ 150,453.91
Printed Forms and Records	412,205.93	485,547.55
	<u>\$ 567,714.25</u>	<u>\$ 636,001.46</u>
Other Supplies and Materials:		
Welding Rods	\$ 9,313.62	\$
Small Tools and Equipment	\$ 180,398.44	\$ 179,028.50
Acetylene and Oxygen	94.97	.....
Clothing, Uniforms, Work Clothes	297,453.01	556,381.32
Cleaning, Laundry, and Janitor Supplies	179,505.32	141,120.66
License Plates	522,287.72	1,666,677.65
Driver's Licenses	357,542.95	367,810.55
Service Pins and Certificates (Including Frames)	5,004.28	8,123.34
Food Supplies	1,390.58	423.07
Miscellaneous	828,836.17	1,148,382.03
	<u>\$ 2,381,827.06</u>	<u>\$ 4,067,947.12</u>
Equipment, Machinery and Furniture:		
Passenger Vehicles	\$ 2,473,399.07	\$ 2,270,540.00
Trucks and Trailers	1,070,025.03	1,692,298.32
Road Machinery and Equipment	1,992,648.13	1,325,911.27
Office Furniture and Equipment	102,415.26	142,612.97

TABLE 6 — Continued
NET EXPENDITURES BY OBJECTIVE CLASSIFICATION
For Years Ended June 30, 1982 and June 30, 1981

	1981-82	1980-81
Photographic Equipment	23,177.33	19,997.52
Shop Equipment and Power Tools	113,311.50	71,869.07
Radio Equipment	25,733.35	197,795.45
Miscellaneous	175,372.65	159,379.02
Data Processing Equipment	606,240.43	174,508.53
	<u>\$ 6,582,322.75</u>	<u>\$ 6,054,912.15</u>
Land and Buildings:		
Land and Interest in Lands	\$	\$ 161.77
Buildings and Other Structures	475,919.95	808,965.60
	<u>\$ 475,919.95</u>	<u>\$ 809,127.37</u>
Construction — Roads and Bridges:		
Right of Way	\$ 3,055,848.79	\$ 3,023,819.83
Payments to Contractors	97,409,587.51	115,377,503.60
Payments Moving/Adjusting Public Utilities ..	1,489,704.65	1,567,300.65
Payments Railroad Companies for		
Work Performed	4,244,387.29	2,449,273.63
Payments Moving/Related Items not		
Public Utilities	77,817.83	254,626.19
Payments for Other Contractors	176,048.20	117,581.52
	<u>\$106,453,394.27</u>	<u>\$122,790,105.42</u>
Interest Payments and Service Charges:		
Interest on Bonds	\$ 3,332,000.00	\$ 3,772,250.00
Bond and Coupon Service Charge	7,033.15	7,239.75
	<u>\$ 3,339,033.15</u>	<u>\$ 3,779,489.75</u>
Retirement of Debt:		
Highway Bonds	\$ 9,500,000.00	\$ 9,500,000.00
Reimbursement Agreements	532,101.00	640,000.00
	<u>\$ 10,032,101.00</u>	<u>\$ 10,140,000.00</u>
Claims:		
Workmen's Compensation — Tort	\$ 758,401.55	\$ 295,956.94
Damage Claims — Tort	378,091.59	365,767.80
Damage Claims — Other	2,195.48	3,025.00—
	<u>\$ 1,138,688.62</u>	<u>\$ 658,699.74</u>
Adjustments:		
Window Shortage	\$ 6,126.10	\$ 4,853.73
	<u>\$ 6,126.10</u>	<u>\$ 4,853.73</u>
Intra-Departmental Transfers	\$ 353,094.57	\$ 440,657.52
	<u>\$ 353,094.57</u>	<u>\$ 440,657.52</u>
Appropriation Repayments — Reimbursements:		
Sale of Materials and Supplies	\$ 109,131.19—	\$ 137,862.19—
Sale of Salvage	2,015.00—	.....
Postage — MVD Licenses	86,939.33—	93,480.58—
Car Pool/Van Pool Fares .....	.....	.....

TABLE 6 — Continued
NET EXPENDITURES BY OBJECTIVE CLASSIFICATION
For Years Ended June 30, 1982 and June 30, 1981

	1981-82	1980-81
Damage To Department-Owned Vehicles	58,986.65 —	77,626.17 —
Damage to Bridges by Motor Vehicles	91,605.82 —	66,050.62 —
Damage to Bridges by Watercraft	26,925.63 —	41,700.39 —
Damage to Other Highway Facilities	115,235.32 —	149,601.86 —
Counties and Municipalities	171,658.00 —	113,555.91 —
State Agencies	2,584,305.67 —	2,375,700.06 —
Outside Parties — Inspection of Materials	359.21 —	7,930.34 —
Outside Parties — Bituminous Surfacing	24,304.07 —	31,405.97 —
Other	655,054.01	740,586.44 —
Insurance Companies For Losses	10,981.00 —	.....
Miscellaneous Receipts	22.20 —	9,092.00 —
	<u>\$ 3,937,523.10</u>	<u>\$ 3,844,592.53 —</u>
Special Fund Projects:		
Beach Erosion — General	\$ 842.89	\$ 145,568.64
	<u>\$ 842.89</u>	<u>\$ 145,568.64</u>
Total Expenditures	<u>\$272,305,780.37</u>	<u>\$286,624,764.53</u>

TABLE 7
STATUS OF ALLOCATED HIGHWAY CONSTRUCTION FUNDS
June 30, 1982

I — ALLOCATED AND APPORTIONED FUNDS*

	FEDERAL FUNDS			State Fund Allocations	Total State and Federal Funds
	Unprogrammed	Programmed	P S & E Stage		
General:					
FA Interstate	\$ 64,472,754.51	\$	\$14,163,178.00	\$ 78,635,932.51	\$ 86,452.97 \$ 78,722,385.48
FA Primary/Urban	21,327,439.93		3,742,525.82	25,069,965.75	16,303,617.35 41,373,583.10
FA Urban Systems	8,575,212.00		258,564.62	8,833,776.62	7,9898,360.14 16,822,136.76
FA Secondary	10,351,263.86		109,507.00	10,460,770.86	155,678.567 10,616,449.42
Defense Access		13,235.65	(57,357.00)	(44,121.35)	(16,844.13) (60,965.48)
Forest Highways	429,298.67			429,298.67	146,507.50 575,806.17
Bridge Replacement	42,079,062.04		3,344,388.00	45,423,450.04	9,213,696.10 54,637,146.14
Transitional Quarter					2,114,177.67 2,114,177.67
Rail-Highway Crossings	5,584,914.01		346,362.00	5,931,276.01	91,733.56 6,023,009.57
High Hazards/Roadside Obstacles	1,284,381.08			1,284,381.08	87,582.14 1,371,963.22
Safer Roads Demonstration					86,424.26 86,424.26
Pavement Marking Hazard Reduction	71,747.80			71,747.80	(17,207.07) 54,540.73
Off-System Roads	10,556,329.84		49,910.00	10,606,239.84	946,772.92 11,553,012.76
Demonstration Railroads					2,504,439.42 2,504,439.42
Supportive Services	123,100.00			123,100.00	
TOPICS					(275,365.45) (275,385.45)
Metropolitan Planning	71,841.64			71,841.64	
Highway Planning Research	.09			.09	(617,738.38) (617,738.29)
Emergency Relief	7,210.46			7,210.46	(24.62) 7,185.84
State Primary/Urban					8,686,315.79 8,686,315.79
State Secondary "C"					69,316,895.13 69,316,895.13
Special Highway Betterment					1,791,965.20 1,791,965.20
State Bridge Replacement					2,092,019.14 2,092,019.14
Special State Programs					122,557.85 122,557.85
Other					177,355.88 177,355.88
	\$164,934,555.93	\$13,235.65	\$21,957,078.44	\$186,904,870.02	\$120,985,371.93 \$307,890,241.95

TABLE 7 — Continued
STATUS OF ALLOCATED HIGHWAY CONSTRUCTION FUNDS
June 30, 1982

I — ALLOCATED AND APPORTIONED FUNDS*

	FEDERAL FUNDS				State Fund Allocations	Total State and Federal Funds
	Unprogrammed	Programmed	P S & E Stage	Total		
Highway Beautification:						
Control of Junkyards	\$	\$	\$	\$	\$ 37,632.35	\$ 37,632.35
Control of Outdoor Advertising					(135,303.15)	(135,303.15)
Landscaping & Scenic Enhancement					24,495.51	24,495.51
Appalachian Access Road Program	1,414,782.36			1,414,782.36	(746,521.34)	668,261.02
Appalachian Development Highways	1,619,347.60			1,619,347.60	1,581,464.86	3,200,812.46
	\$ 3,034,129.96	\$	\$	\$ 3,034,129.96	\$ 761,768.23	\$ 3,795,898.19
Total	\$167,968,685.89	\$13,235.65	\$21,957,078.44	\$189,938,999.98	\$121,747,140.16	\$311,686,140.14

* Includes 1982 federal apportionment of \$116,719,760.32, 1982 state allocations of \$63,487,000.00, 1983 federal apportionment of \$56,191,313.00, and 1983 state allocations of \$70,522.735.00.

TABLE 7 — Continued
STATUS OF ALLOCATED HIGHWAY CONSTRUCTION FUNDS
June 30, 1982
II — FUNDS RELEASED FOR OBLIGATION (CONTRACTS)

	FEDERAL FUNDS			State Fund Allocations	Total State and Federal Funds
	Highway Trust Fund	Other	Total		
Jan. 1, 1982 (Highway Planning Research)	(67,933.00)		(67,933.00)		(67,933.00)
Jan. 1, 1982 (Defense Access)	25,000.00		25,000.00		25,000.00
Feb. 1, 1982 (FA Primary/Urban)	5,040,000.00		5,040,000.00		5,040,000.00
Feb. 1, 1982 (Demonstration Railroad)	2,835,000.00		2,835,000.00		2,835,000.00
Feb. 1, 1982 (FA Interstate)	56,165,872.00		56,165,872.00		56,165,872.00
Feb. 1, 1982 (Highway Planning Research)	855,317.00		855,317.00		855,317.00
Feb. 1, 1982 (Metropolitan Planning)	16,780.00		16,780.00		16,780.00
Mar. 1, 1982 (Pavement Marking/Hazard Reduction)	25,195.05		25,195.05		25,195.05
Mar. 1, 1982 (FA Primary/Urban)	114,937.61		114,937.61		114,937.61
Apr. 1, 1982				16,009,321.83	16,009,321.83
May 1, 1982 (Supportive Services)	123,100.00		123,100.00		123,100.00
May 1, 1982 (Defense Access)	1,537,766.00		1,537,766.00		1,537,766.00
Total	\$271,271,831.56	\$4,108,830.32	\$275,380,661.88	\$88,921,932.58	\$364,302,594.46
Less: Funds Obligated July 1, 1981-June 30, 1982	\$106,324,039.98	\$1,074,700.36	\$107,398,740.34	\$45,360,395.75	\$152,759,136.09
Reserve for Construction Overruns				11,420,904.03	11,420,904.03
Unobligated Balance of Released Apportionments & Allocations, June 30, 1982	\$164,947,791.58	\$3,034,129.96	\$167,981,921.54	\$32,140,632.80	\$200,122,554.34
Add: Total Projects in P.S. & E Stage	21,957,078.44		21,957,078.44		21,957,078.44
Unobligated Balance Available for Contracts, June 30, 1982	\$186,904,870.02	\$3,034,129.96	\$189,938,999.98	\$32,140,632.80	\$222,079,632.78

III — UNRELEASED BALANCE OF APPORTIONMENTS

	State Fund Allocations
1981-82	\$ 7,662,868.33
1982-83	70,522,735.00
	<u>\$78,185,603.33</u>

TABLE 8
FUNDED DEBT
DIGEST OF OBLIGATIONS AND COMPARISON
WITH DEBT LIMITATION

June 30, 1982

Year Due	Reimbursement Agreements	STATE HIGHWAY BONDS		Total
		Principal	Interest	
1982-83 ...	\$ 630,000.00	\$ 9,500,000.00	\$ 2,886,500.00	\$13,016,500.00
1983-84 ...	630,000.00	9,500,000.00	2,433,000.00	12,563,000.00
1984-85 ...	546,428.79	9,500,000.00	1,968,250.00	12,014,678.79
1985-86 ...	350,000.00	7,500,000.00	1,494,750.00	9,344,750.00
1986-87 ...	350,000.00	7,500,000.00	1,123,500.00	8,973,500.00
1987-88 ...	337,078.60	6,500,000.00	766,000.00	7,603,078.60
1988-89 ...	110,000.00	4,000,000.00	486,000.00	4,596,000.00
1989-90 ...		4,000,000.00	266,000.00	4,266,000.00
1990-91 ...		2,000,000.00	104,000.00	2,104,000.00
Total ..	\$2,953,507.39	\$60,000,000.00	\$11,528,000.00	\$74,481,507.39

Statutory Debt Limitation \$150,000,000.00

TABLE 9 — Continued
PAYROLL STATISTICS REPORT
As of June 30, 1982

Organizational Units	Number of Employees					June 1982		June 1981	
	Officers	Administrative and Clerical	Engineering	Law Enforcement* Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees	Annual Amount
Traffic & Planning		12	48			60	976,192.36	60	905,834.28
Testing Laboratory		7	50		1	58	1,034,294.04	59	972,913.24
Final Plans			14			14	268,862.88	14	245,958.44
Total	1	87	398	1	1	488	\$ 8,880,089.56	504	\$ 8,460,681.00
Engineering District I									
District Administrator's Office		4	7		1	12	\$ 262,734.16	12	\$ 239,242.12
Resident Maintenance Units									
Aiken		4	3		89	96	1,025,368.24	94	955,932.64
Kershaw		3	1		74	78	868,005.84	74	770,213.60
Lee		3	2		49	54	601,030.04	48	508,080.56
Lexington		5	3		92	100	1,076,808.72	97	1,010,311.12
Richland		2	9		129	140	1,487,898.36	128	1,284,600.72
Sumter		3	2		69	74	824,744.44	73	778,612.12
Resident Construction Engineering Parties		5	80			85	1,431,459.64	96	1,472,719.04
Total		29	107		503	639	\$ 7,578,049.44	622	\$ 7,019,711.92
Engineering District 2									
District Administrator's Office		4	7			11	\$ 231,270.52	12	\$ 225,041.96
Resident Maintenance Units									
Abbeville		2	1		44	47	524,247.36	48	492,679.72
Edgefield		2	1		36	39	433,663.36	37	385,159.84
Greenwood		3	1		47	51	587,582.84	54	569,292.88
Laurens		2	2		56	60	673,591.88	62	634,275.20
McCormick		2	1		29	32	389,920.44	32	359,621.08

* Includes Radio Dispatchers.

TABLE 7
STATUS OF ALLOCATED HIGHWAY CONSTRUCTION FUNDS
June 30, 1982
II — FUNDS RELEASED FOR OBLIGATION (CONTRACTS)

	FEDERAL FUNDS			State Fund Allocations	Total State and Federal Funds
	Highway Trust Fund	Other	Total		
Unobligated balance of Released					
Apportionments, July 1, 1981	\$157,947,746.11	\$ 894,910.66	\$158,842,656.77	\$18,774,800.91	\$177,617,457.68
Funds Released for Obligation:					
July 31, 1981				18,000,000.00	18,000,000.00
Aug. 1, 1981 (Appalachian Access Road Program)		1,051,000.00	1,051,000.00		1,051,000.00
Oct. 1, 1981 (Appalachian Access Road Program)		(1,024,000.00)	(1,024,000.00)		(1,024,000.00)
Oct. 1, 1981 (Forest Highways)	104,937.00		104,937.00		104,937.00
Oct. 1, 1981 (Interstate)	4,486,402.00		4,486,402.00		4,486,402.00
Oct. 1, 1981 (FA Primary/Urban)	18,830,883.00		18,830,883.00		18,830,883.00
Oct. 1, 1981 (FA Secondary)	6,100,128.00		6,100,128.00		6,100,128.00
Oct. 1, 1981 (Metropolitan Planning)	243,890.00		243,890.00		243,890.00
Oct. 1, 1981 (Off-System Roads)	2,684,750.00		2,684,750.00		2,684,750.00
Oct. 1, 1981 (FA Urban Systems)	2,868.00		2,868.00		2,868.00
Oct. 1, 1981 (Rail-Highway Crossings)	3,067,331.00		3,067,331.00		3,067,331.00
Oct. 1, 1981 (High Hazards/Roadside Obstacles)	2,707,044.00		2,707,044.00		2,707,044.00
Oct. 1, 1981 (Bridge Replacement)	10,970,175.00		10,970,175.00		10,970,175.00
Oct. 1, 1981				20,128,488.00	20,128,488.00
Nov. 1, 1981 (Off-System Roads)	(2,405,869.21)		(2,405,869.21)		(2,405,869.21)
Nov. 1, 1981 (Rail-Highway Crossings)	(14,517.00)		(14,517.00)		(14,517.00)
Nov. 1, 1981 (Highway Planning Research)	543,084.00		543,084.00		543,084.00
Nov. 1, 1981 (FA Urban Systems)	7,047,355.00		7,047,355.00		7,047,355.00
Dec. 16, 1981 (Control of Outdoor Advertising)		377,919.66	377,919.66		377,919.66
Jan. 1, 1982				16,009,321.84	16,009,321.84
Jan. 1, 1982 (Bridge Replacement)	(3,254,449.00)		(3,254,449.00)		(3,254,449.00)
Jan. 1, 1982 (Interstate)	(4,460,961.00)		(4,460,961.00)		(4,460,961.00)
Jan. 1, 1982 (Appalachian Development)		1,423,000.00	1,423,000.00		1,423,000.00
Jan. 1, 1982 (Appalachian Access Road Program)		1,386,000.00	1,386,000.00		1,386,000.00

TABLE 9
PAYROLL STATISTICS REPORT
As of June 30, 1982

Organizational Units	Number of Employees					June 1982		June 1981	
	Officers	Administrative and Clerical	Engineering	Law Enforcement* Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees	Annual Amount
Executive									
Chief Highway Commissioner's Office . . .	1	3				4	\$ 106,411.80	5	\$ 123,672.12
Total	1	3				4	\$ 106,411.80	5	\$ 123,672.12
General Administrative Services									
Building Plans			5			5	\$ 113,985.56	5	\$ 104,429.52
Secretary-Treasurer's Office	1	4				5	125,180.08	6	129,283.88
Legal Services		6				6	54,679.04	6	50,919.44
Interagency Council on									
Public Transportation		3	2			5	86,932.56	4	68,373.76
Budget Director		3				3	57,037.24	2	46,918.56
General Accounting Office		43				43	680,203.68	44	642,763.68
Personnel		20				20	338,238.68	21	314,889.64
Public Relations		12				12	174,878.08	12	159,274.44
Claims Agent's Office		7		3		10	145,675.40	9	105,942.72
Special Investigator		1		1		2	32,168.76	2	28,908.36
Administrative Building Maintenance									
Units									
Data Processing Unit		42	1		29	43	724,693.32	44	671,207.16
Internal Auditing Section		5				5	110,367.92	5	101,075.52
Miscellaneous General Services		5				5	68,641.56	7	80,942.16
Purchasing Agent's Office		11				11	153,107.24	11	137,832.24
Supply & Equipment		5				5	95,541.68	5	86,575.84
Highway Traffic Safety Office		18	1	6		25	400,676.64	24	376,725.44
Office Supply		4			3	7	109,392.92	7	99,482.24
Supply Depot		14			13	27	296,466.56	29	299,833.04

TABLE 9 — Continued
PAYROLL STATISTICS REPORT
As of June 30, 1982

Organizational Units	Number of Employees					June 1982		June 1981	
	Officers	Administrative and Clerical	Engineering	Law Enforcement* Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees	Annual Amount
Equipment Service Depot		7			37	44	658,251.88	48	670,018.96
Central Equipment Service Station					4	4	49,612.16	4	45,057.48
Radio Supervisor's Group			10			10	195,512.20	10	177,995.48
General Services — Mail Room		8				8	96,385.64	10	104,268.84
General Services — File Room		1				1	13,944.84	1	12,532.00
Total	1	219	19	10	86	335	\$ 5,034,204.20	345	\$ 4,746,198.52
Motor Vehicle Division									
Director, MVD		6		2		8	\$ 170,564.68	8	\$ 153,616.84
Safety Responsibility Unit		54		1		55	591,497.40	56	549,186.04
Driver's License Unit		78		1		79	764,905.44	75	674,637.08
Driver's Examination		61		121		182	2,856,328.80	177	2,614,180.92
Motor Vehicle Inspection		8		22		30	484,309.80	30	445,404.96
Title Services		76		1		77	794,776.84	80	755,798.68
Vehicle Services		225		2	25	252	2,543,999.64	258	2,379,107.64
MVD Data Processing		76				76	832,890.24	75	749,524.88
Records Section		20				20	182,757.64	20	180,514.36
Audit and Review		34				34	354,634.28	37	353,958.28
MVD Supply		9				9	100,834.24	10	99,553.48
Total		647		150	25	822	\$ 9,677,499.00	826	\$ 8,955,483.16
Highway Patrol									
Patrol Headquarters		12		63		75	\$ 1,427,028.20	74	\$ 1,290,364.92
Patrol District 1		3		139		142	2,484,855.36	134	2,178,756.84
District 2		2		92		94	1,708,571.80	91	1,548,774.24

* Includes Radio Dispatchers.

TABLE 9 — Continued
PAYROLL STATISTICS REPORT
As of June 30, 1982

Organizational Units	Number of Employees					June 1982	June 1981	
	Officers	Administrative and Clerical	Engineering	Law Enforcement* Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees
District 3		2		150	1	153	2,811,698.24	153
District 4		2		108		110	1,937,992.68	101
District 5		3		126	1	130	2,343,973.32	130
District 6		3		114		117	1,995,592.04	116
District 7		3		83		86	1,534,998.92	85
Total		30		875*	2	907	\$16,244,710.56	884
Engineering Division								
State Highway Engineer's Office	1	5	1			7	\$ 185,041.12	6
Oversize Permits Section		4		1		5	67,291.12	5
Outdoor Advertising Section		2				2	37,581.44	2
Environmental Section		3	5			8	132,096.12	7
Construction Engineer's Office		3	3			6	144,592.76	6
Maintenance Engineer's Office		2	4			6	150,663.76	6
Bridge Engineer's Office		1	4			5	135,428.28	5
Preconstruction Engineer's Office		5	21			26	616,858.32	28
Contracts Administration		6	1			7	113,798.88	7
Federal Aid Coordination		9	1			10	131,658.80	10
Advance UHP Engineer's Office		10	11			21	391,666.60	21
Utilities Engineer's Office		1	3			4	89,411.92	5
Surveys			66			66	993,261.88	72
Right-of-Way Section		9	42			51	910,286.00	53
Road Designs & Plans Section		5	66			71	1,264,807.44	75
Bridge Designs & Plans Section		3	37			40	862,595.76	39
Resident Bridge Engineering Parties			21			21	373,700.08	24

* Includes Radio Dispatchers.

TABLE 9 — Continued
PAYROLL STATISTICS REPORT
As of June 30, 1982

Organizational Units	Number of Employees					June 1982		June 1981	
	Officers	Administrative and Clerical	Engineering	Law Enforcement* Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees	Annual Amount
Newberry		3	2		54	59	666,835.00	55	576,834.44
Saluda		2	1		42	45	526,457.36	48	523,138.20
Resident Construction Engineering Parties		1	34			35	582,380.24	40	613,100.80
Special District Crews			3		3	6	79,893.84	6	70,636.28
Total		21	53		311	385	\$ 4,695,842.84	394	\$ 4,449,780.40
Engineering District 3									
District Administrator's Office		5	9		1	15	\$ 312,886.08	16	\$ 313,590.16
Resident Maintenance Units									
Anderson		3	3		91	97	1,063,777.52	98	1,004,213.08
Greenville		4	6		110	120	1,320,798.96	123	1,250,035.80
Oconee		3	1		59	63	681,025.80	61	630,200.48
Pickens		3	1		52	56	606,751.08	55	549,910.92
Spartanburg		5	3		98	106	1,146,040.48	106	1,079,270.92
Resident Construction Engineering Parties		11	106			117	1,907,223.24	123	1,825,513.56
Total		34	129		411	574	\$ 7,038,503.16	582	\$ 6,652,734.92
Engineering District 4									
District Administrator's Office		4	4		1	9	\$ 192,770.76	10	\$ 201,121.96
Resident Maintenance Units									
Cherokee		2	1		44	47	507,221.52	48	496,290.60
Chester		2	3		52	57	671,419.84	58	624,960.96
Chesterfield		2	1		65	68	751,331.88	68	696,879.04
Fairfield		2	1		32	35	420,660.24	38	423,359.56
Lancaster		2	1		51	54	579,900.88	49	480,161.76

* Includes Radio Dispatchers.

TABLE 9 — Continued
PAYROLL STATISTICS REPORT
As of June 30, 1982

Organizational Units	Number of Employees					June 1982		June 1981	
	Officers	Administrative and Clerical	Engineering	Law Enforcement* Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees	Annual Amount
Union		2	1		43	46	522,954.12	45	472,604.60
York		4	1		83	88	1,009,105.76	86	923,656.76
Resident Construction Engineering Parties		4	63			67	1,114,300.20	82	1,203,947.68
Total		24	76		371	471	\$ 5,769,665.20	484	\$ 5,522,982.92
Engineering District 5									
District Administrator's Office		5	6			11	\$ 233,236.64	12	\$ 236,728.44
Resident Maintenance Units									
Darlington		2	1		53	56	613,747.68	53	553,814.56
Dillon		2	1		47	50	561,433.08	50	523,585.92
Florence		4	3		104	111	1,260,701.00	109	1,153,655.88
Georgetown		2	1		53	56	611,363.48	55	570,162.84
Horry 1		3	3		71	77	867,936.16	79	830,647.48
Marion		2	1		49	52	605,001.80	53	567,470.28
Marlboro		2	1		52	55	617,284.20	58	592,411.56
Williamsburg		3	2		73	78	900,029.52	78	854,639.76
Horry 2					17	17	177,981.44	18	179,640.24
Resident Construction Engineering Crews		5	57			62	976,167.40	62	934,534.64
Special District Crews			2		2	4	57,730.92	4	51,881.44
Total		30	78		521	629	\$ 7,482,613.32	631	\$ 7,049,173.04
Engineering District 6									
District Administrator's Office		4	9		1	14	\$ 282,911.72	14	\$ 257,546.12
Resident Maintenance Units									
Beaufort		2	1		42	45	472,279.08	44	433,556.24

* Includes Radio Dispatchers.

SUMMARY

III

	June 1982		June 1981	
	Total Employment	Amount	Total Employment	Amount
Officers	3	\$ 157,322.00	3	\$ 144,102.00
Administrative and Clerical	1,172	13,844,959.44	1,183	12,821,959.80
Engineering	980	18,193,457.36	1,013	17,342,652.60
Law Enforcement, Public Safety, Licensing	1,038	19,027,617.44	1,016	17,371,573.96
Crafts and Trades	3,011	32,769,516.52	3,037	30,990,997.44
Total	6,204	\$83,992,872.76	6,252	\$78,671,285.80

TABLE 10
MILEAGE SUMMARY RECORD BY COUNTIES
As of June 30, 1982

County	County*	Interstate System				State Primary System			State Secondary System				
		Completed	Under Construction		Other Author.	Author. Total	Hi-Type	Lo-Type	Total	Hi-Type	Lo-Type	Earth	Total
			Open	Not Open									
Abbeville	636.93						54.82	127.02	181.84	1.76	430.69	22.64	455.09
Aiken	1,417.36	37.17				37.17	132.72	172.72	305.44	7.08	985.79	81.88	1,074.75
Allendale	469.85						49.27	58.17	107.44	.88	344.85	16.68	362.41
Anderson	1,246.68	36.57				36.57	165.83	186.59	352.42	20.60	826.56	10.53	857.69
Bamberg	541.24						60.58	75.68	136.26	2.39	365.23	37.36	404.98
Barnwell	583.42						13.47	132.85	146.32	.59	420.92	15.59	437.10
Beaufort	502.37						51.85	76.86	128.71	3.89	355.25	14.52	373.66
Berkeley	924.82	17.55			4.65	22.20	60.21	179.19	239.40	26.59	617.67	23.61	667.87
Calhoun	507.86	17.44				17.44	31.92	93.15	125.07	2.45	361.47	1.43	365.35
Charleston	1,099.64	16.95			4.03	20.98	158.04	80.28	238.32	47.94	772.04	24.39	844.37
Cherokee	710.54	22.80				22.80	74.90	82.06	156.96	3.93	517.59	9.26	530.78
Chester	794.11	14.49	4.33			18.82	95.10	106.71	201.81	5.22	560.41	12.33	577.96
Chesterfield	997.92						74.81	150.21	225.02	.04	713.75	59.11	772.90
Clarendon	734.54	34.22				34.22	31.54	100.31	131.85	2.29	556.66	9.52	568.47
Colleton	996.39	28.30				28.30	101.06	145.42	246.48	.89	692.76	27.96	721.61
Darlington	965.51	14.58				14.58	76.49	77.99	154.48	2.55	788.67	5.23	796.45
Dillon	643.01	23.77				23.77	60.89	60.47	121.36	1.54	490.15	6.19	497.88
Dorchester	671.50	33.46				33.46	81.35	68.30	149.65	4.99	412.00	71.40	488.39
Edgefield	585.60						59.69	76.92	136.61	.71	415.40	32.88	448.99
Fairfield	671.14	4.38	17.08			21.46	38.64	129.71	168.35	6.70	466.29	25.42	498.41
Florence	1,281.31	29.01				29.01	90.04	145.96	236.00	23.46	988.87	3.97	1,016.30
Georgetown	619.73						82.44	65.65	148.09	.27	455.95	15.42	471.64

TABLE 11
NET MOTOR VEHICLE REGISTRATIONS AND RECEIPTS
BY CLASSIFICATION

LICENSE YEAR ENDED DEC. 31, 1981

Vehicles	Number	Collections
Private passenger:		
Official	263	\$ 6,578.00
A	106,507	1,065,096.00
B	190,571	1,905,726.00
C	207,258	2,072,179.17
D	301,672	3,013,057.00
E	355,636	3,553,724.95
F	228,377	2,282,831.67
G	84,509	845,089.66
V (disabled veteran)	111	
SG (state government)	652	652.00
CG (county government)	520	520.00
MG (city government)	418	418.00
Amateur radio plates — auto	903	9,932.00
RV (rescue vehicle)	44	220.00
AV (antique vehicle)	112	1,120.00
NG (National Guard)	1,650	16,493.00
POW (prisoner of war)	196	
W (disabled)	699	6,990.00
Personalized plates — auto	13,228	330,955.00
RG (regional government)	79	79.00
EMT (emergency medical technician)	15	375.00
Bus	3,663	56,893.24
Totals	1,497,083	\$15,168,929.69
Common Carrier:		
A	1	\$ 9.00
B	6	68.00
C	42	581.25
D	199	3,316.50
E	531	10,615.00
F	370	8,284.75
G	74	1,923.00
Bus	352	26,812.50
Totals	1,575	\$ 51,610.00
Trucks:		
Official	6	\$ 156.00
Personalized plates — trucks	1,153	29,539.00
V (disabled veteran)	31	
POW (prisoner of war)	54	
RV (rescue vehicle)	85	425.00
AV (antique vehicle)	17	170.00
NG (National Guard)	603	6,231.00
W (disabled)	97	988.00
Amateur radio plates — trucks	158	1,844.00
MH (Medal of Honor)		
EMT (emergency medical technician)	2	50.00
SG (state government)	414	414.00

TABLE 11 — Continued
NET MOTOR VEHICLE REGISTRATIONS AND RECEIPTS
BY CLASSIFICATION

LICENSE YEAR ENDED DEC. 31, 1981

Vehicles	Number	Collections
CG (county government)	413	413.00
MG (city government)	327	327.00
RG (regional government)	128	128.00
SME (special mobile equipment)	3,840	88,463.58
H	297,006	3,067,294.44
P-1	58,824	764,950.19
P-2	8,863	237,345.27
P-3	9,090	368,448.70
P-4	4,667	255,549.31
P-5	3,995	290,808.50
P-6	3,520	306,360.75
P-7	2,144	236,557.11
P-8	3,643	479,842.45
P-9	1,884	277,080.92
P-10	2,139	376,189.25
P-11	158	29,553.42
P-12	958	185,554.00
P-13	145	29,900.61
P-14	401	83,299.50
P-15	1,103	241,749.17
P-16	971	218,738.75
P-17	593	147,820.37
P-18	1,247	349,763.00
P-19	155	45,646.66
P-20	1,827	588,953.02
P-21	250	81,742.50
P-22	1,334	448,304.04
P-23	1,484	554,081.64
P-24	2,487	973,534.75
P-25	3,097	1,355,375.27
P-26	1,248	592,589.51
P-27	2,191	1,169,769.75
P-28	1,192	681,405.42
P-29	14	8,436.00
P-30	134	87,536.25
P-31	2	1,606.00
P-32	1	853.00
P-33	22	17,608.50
P-34	1	873.58
P-35	19	18,054.00
P-36	3	3,159.00
P-38	1	1,153.00
P-40	24	27,983.66
P-100	1	2,126.50
FM (4-ton maximum load)	3,423	17,115.83
FM (6-ton maximum load)	10,432	104,447.71
FM (8-ton maximum load)	5,081	74,242.50
FM (10-ton maximum load)	2,056	58,982.00

TABLE 9 — Continued
PAYROLL STATISTICS REPORT
As of June 30, 1982

Organizational Units	Number of Employees					June 1982		June 1981	
	Officers	Administrative and Clerical	Engineering	Law Enforcement* Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees	Annual Amount
Berkeley		2	1		69	72	761,470.32	70	705,660.28
Charleston		4	7	1	134	146	1,645,347.08	146	1,520,968.28
Colleton		3	1		66	70	757,267.68	70	703,459.64
Dorchester		2	1		49	52	567,685.04	53	532,613.12
Jasper		2	1		50	53	608,206.56	55	578,536.92
Resident Construction Engineering Parties		6	49			55	886,471.04	59	892,348.60
Special District Crews			1		17	18	217,270.56	18	200,751.20
Total		25	71	1	428	525	\$ 6,198,909.08	529	\$ 5,825,440.40
Engineering District 7									
District Administrator's Office		3	4	1	1	9	\$ 195,770.12	9	\$ 183,583.92
Resident Maintenance Units									
Allendale		2	1		29	32	379,123.68	37	407,506.32
Bamberg		2	1		34	37	465,276.76	47	531,155.56
Barnwell		2	1		31	34	393,423.68	35	367,707.08
Calhoun		2	1		38	41	465,896.60	42	431,804.88
Clarendon		2	1		51	54	651,005.16	59	648,498.76
Hampton		2	1		34	37	427,324.56	40	426,585.12
Orangeburg		4	4		81	89	1,085,481.28	90	1,009,777.60
Holly Hill		2	1		47	50	605,674.68	51	574,332.20
Orangeburg 3					6	6	74,562.28	6	68,100.76
Resident Construction Engineering Parties		2	34			36	542,835.80	30	464,493.12
Total		23	49	1	352	425	\$ 5,286,374.60	446	\$ 5,113,545.32
Grand Total	3	1,172	980	1,038	3,011	6,204	\$83,992,872.76	6,252	\$78,671,285.80

* Includes Radio Dispatchers.

TABLE 10 — Continued
MILEAGE SUMMARY RECORD BY COUNTIES
As of June 30, 1982

County	County*	Interstate System				State Primary System				State Secondary System			
		Completed	Under Construction		Other Author.	Author. Total	Hi-Type	Lo-Type	Total	Hi-Type	Lo-Type	Earth	Total
			Open	Not Open									
Greenville	1,425.62	24.48				24.48	261.07	105.19	366.26	88.22	926.08	20.58	1,034.88
Greenwood	729.04						126.14	81.16	207.30	23.04	488.55	10.15	521.74
Hampton	567.89	6.61				6.61	64.61	69.73	134.34	.97	392.71	33.26	426.94
Horry	1,230.05						140.64	174.30	314.94	4.95	896.81	13.35	915.11
Jasper	501.30	33.90				33.90	56.45	114.36	170.81	2.44	249.06	45.09	296.59
Kershaw	940.03	21.26				21.26	76.62	95.96	172.58	4.08	725.29	16.82	746.19
Lancaster	860.78						86.09	103.66	189.75	2.73	647.61	20.69	671.03
Laurens	1,016.96	15.58				15.58	147.62	131.35	278.97	3.72	711.08	7.61	722.41
Lee	571.40	20.33				20.33	30.14	88.30	118.44	1.60	419.72	11.31	432.63
Lexington	1,387.29	48.78		1.44	1.73	51.95	145.55	89.46	235.01	6.91	1,041.24	55.35	1,103.50
McCormick	445.10						25.48	75.38	100.86	.68	294.17	49.39	344.24
Marion	568.48						74.60	63.05	137.65	1.33	408.76	20.74	430.83
Marlboro	718.04						71.77	90.61	162.38	2.01	551.52	2.13	555.66
Newberry	827.02	27.76				27.76	88.18	96.34	184.52	4.32	601.03	9.39	614.74
Oconee	827.92	4.03				4.03	125.48	87.42	212.90	10.10	580.56	20.33	610.99
Orangeburg	1,515.75	43.12				43.12	171.13	259.25	430.38	10.41	990.27	41.57	1,042.25
Pickens	710.54						96.84	131.68	228.52	7.42	474.43	.17	482.02
Richland	1,514.74	47.29	1.22	2.12	1.55	52.18	188.56	89.01	277.57	49.03	1,126.95	13.90	1,189.88
Saluda	625.74						53.41	107.14	160.55	.77	410.78	53.64	465.19
Spartanburg	1,279.35	75.38				75.38	192.69	178.48	371.17	43.99	781.67	7.14	832.80
Sumter	964.73	12.86				12.86	149.89	74.74	224.63	21.80	681.13	24.31	727.24
Union	599.67						72.88	65.40	138.28	3.93	449.87	7.59	461.39
Williamsburg	942.77						36.60	171.48	208.08	1.68	715.86	17.15	734.69
York	1,260.20	21.34				21.34	154.31	140.96	295.27	13.91	916.86	12.82	943.59
Tota!	39,631.88	733.41	22.63	3.56	11.96	771.56	4,282.41	5,076.63	9,359.04	476.80	28,020.98	1,041.80	29,539.58

* County total includes completed Interstate and totals of state primary and secondary systems.

TABLE 11 — Continued
NET MOTOR VEHICLE REGISTRATIONS AND RECEIPTS
BY CLASSIFICATION

LICENSE YEAR ENDED DEC. 31, 1981

Vehicles	Number	Collections
FM (15-ton maximum load)	186	9,535.00
FM (20-ton maximum load)	100	6,739.98
FM (25-ton maximum load)	104	8,916.69
FM (30-ton maximum load)	96	10,590.00
Totals	445,644	\$15,027,316.05
Trailers:		
TL (annual)	30,170	\$ 322,873.51
TL (5-year)	2	20.00
UT (utility trailer)	1,341	6,720.83
HT (house trailer)	216	1,296.00
KT (camper trailer)	26,429	132,165.00
SG (state government)	19	19.00
CG (county government)	18	18.00
MG (city government)	12	12.00
RG (regional government)	5	5.00
Totals	58,212	\$ 463,129.34
Motorcycles:		
Z	42,232	\$ 42,225.00
SG (state government)	1	1.00
CG (county government)	1	1.00
MG (city government)	14	14.00
AV (antique vehicle)	9	90.00
Totals	42,257	\$ 42,331.00
School buses:		
SG (state government)	573	\$ 573.00
CG (county government)	84	84.00
MG (city government)	2	2.00
RG (regional government)	28	28.00
Totals	687	\$ 687.00
Total net license registration	2,045,458	\$30,754,003.08
Miscellaneous transactions — vehicle registrations:		
Dealer demonstrations:		
X (other)	27,793	\$ 277,930.00
Y (motorcycle, scooter & bike)	352	3,520.00
HTT (house trailer transporter)	366	2,235.00
Replacements	9,169	74,804.89
Registration transfers	112,904	338,712.00
Bus (in lieu license fees)		67,040.37
Duplicate registration cards	24,599	24,599.00
Prior year registration fees	13,612	143,228.64
Penalty		134,554.50
Postage reimbursement		93,073.00
Special registration transfers	96,385	289,152.00
Totals	285,180	\$ 1,448,849.40

TABLE 11 — Continued
NET MOTOR VEHICLE REGISTRATIONS AND RECEIPTS
BY CLASSIFICATION

LICENSE YEAR ENDED DEC. 31, 1981

Vehicles	Number	Collections
Miscellaneous license transactions:		
Dealer permits	4,953	\$ 123,825.00
Motor vehicle titles	755,335	2,240,928.00
Sale of registration data		4,663.00
Sale of accident report data		21,957.00
Sale of driver's record checks	49,810	149,430.00
Sale of driver's license data	2,684	2,684.00
Vehicle inspection licenses	3,585	33,310.00
Vehicle inspection certificate	2,117,448	1,058,724.00
Driver's licenses	724,574	2,898,271.50
Beginner's permits	60,858	121,716.00
Provisional driver's licenses	4,028	20,140.00
Identification cards	18,971	37,942.00
Knowledge tests	278,218	556,436.00
Registration reinstatements	5,476	136,900.00
Driver's license reinstatements	2,758	55,160.00
Handicapped placards	4,071	4,071.00
Sample plates	46	460.00
Totals	4,032,815	\$ 7,466,617.50
Grand Totals	6,363,453	\$39,669,469.98

RECAPITULATION

Automobiles	1,493,740	\$15,126,901.95
Buses	4,015	83,705.74
Trucks	445,486	15,025,472.05
Trailers	58,212	463,129.34
Motorcycles	42,257	42,331.00
School buses	687	687.00
Amateur radio operator vehicle plates	1,061	11,776.00
House trailer transporters	366	2,235.00
Dealer demonstration	28,145	281,450.00
Replacements	9,169	74,804.89
Transfers	209,289	627,864.00
Duplicate registration cards	24,599	24,599.00
Prior year registration fees	13,612	143,228.64
Postage reimbursements		93,073.00
Penalty		134,554.50
Dealer permits	4,953	123,825.00
Motor vehicle titles	755,335	2,240,928.00
Sale of registration data		4,663.00
Sale of accident report data		21,957.00
Sale of driver's record checks	49,810	149,430.00
Bus (in lieu license fees)		67,040.37
Vehicle inspection licenses	3,585	33,310.00
Vehicle inspection certificates	2,117,448	1,058,724.00
Driver's licenses	724,574	2,898,271.50

Beginner's permits	60,858	121,716.00
Provisional driver's licenses	4,028	20,140.00
Identification cards	18,971	37,942.00
Knowledge tests	278,218	556,436.00
Registration reinstatements	5,476	136,900.00
Driver's license reinstatements	2,758	55,160.00
Handicapped placards	4,071	4,071.00
Sample license plates	46	460.00
Sale of driver's license data	2,684	2,684.00
Grand Total Collections	<u>6,363,453</u>	<u>\$39,669,469.98</u>

TABLE 13
MOTOR VEHICLE REGISTRATIONS AND RECEIPTS

	1981 Issue		1980 Issue	
	Net Registration	Receipts	Net Registration	Receipts
Abbeville	15,696	\$ 182,665.21	15,876	\$ 118,026.01
Aiken	74,619	976,407.30	75,417	651,920.31
Allendale	5,875	94,922.83	5,953	76,959.54
Anderson	97,128	1,301,654.10	97,149	884,439.12
Bamberg	9,503	152,284.68	9,806	119,456.81
Barnwell	12,729	195,315.68	12,922	143,286.83
Beaufort	37,952	494,606.93	36,254	296,602.57
Berkeley	55,205	725,207.16	55,247	472,579.52
Calhoun	8,580	148,138.44	8,622	124,315.67
Charleston	159,991	2,284,503.87	164,574	1,624,850.14
Cherokee	28,542	399,395.83	28,979	291,367.31
Chester	20,146	290,648.59	20,189	201,822.13
Chesterfield	23,392	384,435.69	23,688	298,651.25
Clarendon	15,574	259,012.72	15,706	197,245.21
Colleton	19,446	344,046.98	19,623	267,337.90
Darlington	37,071	593,776.25	37,399	455,288.11
Dillon	16,693	279,133.90	16,788	217,151.22
Dorchester	38,562	589,162.98	38,819	436,621.91
Edgefield	11,287	181,797.44	11,309	134,263.33
Fairfield	12,607	190,381.34	12,685	138,812.75
Florence	68,586	1,066,807.26	69,739	808,414.18
Georgetown	24,494	396,193.08	24,812	288,904.34
Greenville	210,170	3,274,459.78	214,237	2,326,558.37
Greenwood	41,009	615,167.50	41,431	445,029.08
Hampton	11,356	200,957.08	11,418	157,585.66
Horry	70,969	985,500.28	69,841	670,956.64
Jasper	8,445	129,068.03	8,505	93,607.98
Kershaw	27,865	466,748.16	27,437	260,892.99
Lancaster	35,441	476,729.57	35,882	323,675.25
Laurens	36,469	481,121.42	36,889	321,483.33
Lee	10,031	178,335.32	10,194	131,569.59
Lexington	103,586	1,688,807.04	104,759	1,263,572.88
McCormick	5,018	83,787.80	5,054	78,523.48
Marion	18,770	272,624.39	19,162	199,872.16
Marlboro	15,721	226,893.42	15,659	165,050.84
Newberry	22,801	399,530.98	23,246	320,311.87
Oconee	36,446	467,132.09	36,520	306,587.40
Orangeburg	50,342	802,866.34	51,091	614,915.76
Pickens	53,654	710,007.17	54,108	495,290.77
Richland	161,591	2,513,827.67	167,382	1,895,331.18
Saluda	11,565	198,033.70	11,572	145,992.33
Spartanburg	148,262	2,450,719.48	149,425	1,796,485.38
Sumter	54,210	812,665.71	54,546	579,601.38
Union	19,370	242,072.99	19,283	157,073.93
Williamsburg	20,901	346,491.71	21,086	267,281.05
York	73,028	1,029,308.81	73,458	722,688.36
Out-of-State	4,760	596,118.64	6,068	703,607.00
Total	2,045,458	\$31,179,533.34	2,069,809	\$22,691,860.82

TABLE 14
TRUCK REGISTRATION BY COUNTIES
License Years 1975-81

	1975	1976	1977	1978	1979	1980	1981	Totals
Abbeville	2,981	3,186	3,401	3,583	3,901	3,908	3,992	24,952
Aiken	10,831	11,839	13,074	14,083	15,671	15,959	15,974	97,431
Allendale	1,359	1,386	1,403	1,473	1,628	1,587	1,569	10,405
Anderson	14,575	16,057	17,636	19,060	20,742	20,963	22,270	131,303
Bamberg	1,910	2,061	2,147	2,219	2,468	2,437	2,373	15,615
Barnwell	2,587	2,717	2,848	2,952	3,254	3,190	3,162	20,710
Beaufort	4,568	5,031	5,478	6,075	6,746	6,941	7,589	42,428
Berkeley	7,322	8,283	9,089	10,133	11,715	12,291	12,475	71,308
Calhoun	1,742	1,912	1,958	2,097	2,285	2,334	2,349	14,677
Charleston	18,873	20,782	22,504	24,315	26,484	26,492	26,320	165,770
Cherokee	5,043	5,497	5,953	6,394	7,040	7,107	7,270	44,304
Chester	3,436	3,682	3,981	4,241	4,674	4,861	4,909	29,784
Chesterfield	4,561	4,854	5,170	5,589	6,212	6,198	6,263	38,847
Clarendon	3,090	3,309	3,620	3,840	4,127	4,085	4,008	26,079
Colleton	3,758	4,019	4,390	4,699	5,094	5,070	5,069	32,099
Darlington	6,211	6,697	7,249	7,580	8,223	8,272	8,227	52,459
Dillon	3,098	3,383	3,639	3,771	4,116	4,141	4,109	26,257
Dorchester	5,099	5,793	6,610	7,370	8,116	8,382	8,276	49,646
Edgefield	2,397	2,567	2,726	2,859	3,165	3,253	3,287	20,254
Fairfield	2,350	2,554	2,724	2,863	3,106	3,119	3,138	19,854
Florence	11,693	12,601	13,470	14,194	15,499	15,411	15,485	98,353
Georgetown	4,220	4,608	4,943	5,334	5,912	5,984	5,860	36,861
Greenville	28,992	31,019	33,152	35,108	38,520	39,420	40,362	246,573
Greenwood	6,424	6,848	7,325	7,696	8,479	8,523	8,552	53,847
Hampton	2,589	2,740	2,927	3,039	3,192	3,200	3,195	20,882
Horry	11,110	11,998	13,240	14,104	15,907	15,809	16,984	99,152
Jasper	1,601	1,772	1,894	2,098	2,339	2,329	2,341	14,374
Kershaw	4,701	4,985	5,454	5,683	6,112	6,072	6,221	39,228
Lancaster	5,336	5,804	6,339	6,988	7,955	8,197	8,368	48,987
Laurens	6,039	6,556	7,070	7,572	8,373	8,367	8,510	52,487
Lee	1,785	1,919	2,058	2,181	2,316	2,338	2,326	14,923
Lexington	14,778	16,189	17,855	19,273	21,590	22,128	22,451	134,264
McCormick	1,019	1,072	1,145	1,168	1,328	1,310	1,310	8,352
Marion	3,482	3,745	4,055	4,147	4,527	4,375	4,462	28,793
Marlboro	2,547	2,702	2,887	2,914	3,342	3,298	3,584	21,274
Newberry	4,801	5,237	5,522	5,786	6,386	6,396	6,319	40,447
Oconee	6,788	7,220	7,842	8,417	9,499	9,519	9,569	58,854
Orangeburg	8,966	9,549	10,158	10,577	11,539	11,594	11,559	73,942
Pickens	8,516	9,325	10,190	10,981	12,411	12,339	12,375	76,137
Richland	19,572	20,726	23,359	24,814	31,692	26,809	26,541	173,513
Saluda	2,701	2,834	3,058	3,206	3,494	3,499	3,602	22,394
Spartanburg	21,533	23,990	26,065	28,073	30,803	31,654	33,483	195,601
Sumter	7,819	8,504	9,283	9,824	10,562	10,627	11,170	67,789
Union	2,945	3,219	3,493	3,706	4,075	4,081	4,172	25,691
Williamsburg	4,673	5,143	5,475	5,571	5,899	5,859	5,833	38,453
York	9,768	10,739	11,807	12,957	14,721	15,051	15,283	90,326
Out-of-State	8,200	7,601	6,782	6,493	5,035	3,751	3,098	40,960
Total	318,389	344,254	372,448	397,100	440,274	438,530	445,644	2,756,639

TABLE 15
PASSENGER VEHICLE REGISTRATION BY COUNTIES
License Years 1975-81

	1975	1976	1977	1978	1979	1980	1981	Totals
Abbeville	10,062	10,554	10,723	10,942	11,159	11,207	10,958	75,605
Aiken	48,777	51,566	53,434	55,130	55,570	55,644	54,708	374,829
Allendale	3,762	3,945	4,114	4,154	4,306	4,121	4,055	28,457
Anderson	59,915	64,350	67,208	69,845	70,934	71,337	69,908	473,497
Bamberg	5,968	6,395	6,581	6,696	6,846	6,906	6,655	46,047
Barnwell	8,032	8,252	8,457	8,794	9,007	9,052	8,868	60,462
Beaufort	22,589	24,033	25,330	26,786	27,694	27,994	28,856	183,282
Berkeley	28,641	31,736	33,617	36,272	38,302	40,280	39,923	248,771
Calhoun	4,645	5,002	5,211	5,482	5,798	5,847	5,784	37,769
Charleston	115,759	123,586	129,403	132,388	130,781	130,956	126,175	889,048
Cherokee	18,152	19,164	19,792	20,190	20,643	20,579	19,957	138,477
Chester	12,892	13,692	14,246	14,327	14,595	14,441	14,284	98,477
Chesterfield . . .	15,065	15,773	16,285	16,631	16,800	16,455	16,048	113,057
Clarendon	9,235	9,910	10,495	10,762	11,176	11,073	10,979	73,630
Colleton	11,595	12,275	12,792	13,448	13,610	13,673	13,486	90,879
Darlington	24,217	25,903	26,748	27,177	27,545	27,200	26,800	185,590
Dillon	10,946	11,531	11,665	11,919	12,130	12,114	11,990	82,295
Dorchester	19,364	21,730	23,898	25,590	26,986	28,437	28,163	174,168
Edgefield	6,533	7,042	7,282	7,431	7,675	7,642	7,569	51,174
Fairfield	8,024	8,616	9,023	9,127	9,173	9,089	9,022	62,074
Florence	44,471	47,390	48,926	50,451	51,363	51,540	50,314	344,455
Georgetown	14,405	15,576	16,159	16,726	17,424	17,772	17,542	115,604
Greenville	144,267	151,899	157,389	160,661	162,029	164,275	159,263	1,099,783
Greenwood	27,518	28,789	29,861	30,329	30,621	30,592	29,955	207,665
Hampton	6,607	6,874	7,227	7,478	7,644	7,632	7,527	50,989
Horry	39,395	42,773	45,241	47,329	49,905	51,354	51,136	327,133
Jasper	4,815	5,201	5,589	5,782	5,965	5,885	5,810	39,047
Kershaw	18,147	19,407	20,131	20,364	20,325	20,260	19,983	138,617
Lancaster	21,995	23,244	24,144	25,570	26,305	26,213	25,547	173,018
Laurens	23,942	25,042	25,728	26,377	26,686	26,799	26,187	180,761
Lee	6,693	7,139	7,361	7,491	7,510	7,432	7,216	50,842
Lexington	61,796	66,027	69,940	72,876	75,445	76,682	75,224	497,990
McCormick	3,050	3,233	3,418	3,484	3,593	3,511	3,460	23,749
Marion	12,530	13,292	13,936	14,331	14,596	14,229	13,683	96,597
Marlboro	10,547	11,009	11,437	11,593	11,882	11,747	11,510	79,725
Newberry	14,066	14,963	15,467	15,594	15,686	15,574	15,196	106,546
Oconee	21,746	23,015	23,963	24,582	25,041	25,256	25,022	168,625
Orangeburg	31,487	33,838	35,588	36,344	36,931	37,267	36,491	247,946
Pickens	33,151	35,483	37,051	38,035	38,582	39,129	38,614	260,045
Richland	120,240	127,006	132,069	135,772	142,992	133,470	127,740	919,289
Saluda	6,804	7,103	7,308	7,409	7,538	7,489	7,375	51,026
Spartanburg	97,555	103,592	107,007	108,582	109,411	109,999	106,890	743,036
Sumter	36,130	39,018	40,851	41,824	42,203	41,108	40,101	281,235
Union	13,304	14,128	14,585	14,928	14,907	14,564	14,494	100,910
Williamsburg . . .	12,283	13,078	13,650	14,211	14,353	14,469	14,213	96,257
York	45,214	48,111	50,651	52,823	54,541	54,899	54,122	360,361
Out-of-State . . .	7,305	7,168	6,790	5,239	2,275	935	542	30,254
Total	1,323,636	1,408,453	1,467,771	1,509,276	1,536,483	1,534,129	1,499,345	10,279,093

TABLE 12
NET MOTOR VEHICLE REGISTRATION BY COUNTIES
License Years ended Dec. 31, 1980 and Dec. 31, 1981

	Automobiles and Buses		Trucks		Trailers		Motorcycles		Totals		Dealers	
	1981	1980	1981	1980	1981	1980	1981	1980	1981	1980	1981	1980
Abbeville	10,958	11,207	3,992	3,908	395	397	351	364	15,696	15,876	17	19
Aiken	54,708	55,644	15,974	15,959	2,458	2,434	1,479	1,380	74,619	75,417	142	144
Allendale	4,055	4,121	1,569	1,587	185	184	66	61	5,875	5,953	10	9
Anderson	69,908	71,337	22,270	20,963	2,719	2,820	2,231	2,029	97,128	97,149	264	247
Barnberg	6,655	6,906	2,373	2,437	341	335	134	128	9,503	9,806	12	19
Barnwell	8,868	9,052	3,162	3,190	494	468	205	212	12,729	12,922	27	23
Beaufort	28,856	27,994	7,589	6,941	500	513	1,007	806	37,952	36,254	60	51
Berkeley	39,923	40,280	12,475	12,291	1,333	1,357	1,474	1,319	55,205	55,247	59	46
Calhoun	5,784	5,847	2,349	2,334	333	350	114	91	8,580	8,622	7	6
Charleston	126,175	130,956	26,320	26,492	3,556	3,667	3,940	3,459	159,991	164,574	234	230
Cherokee	19,957	20,579	7,270	7,107	685	691	630	602	28,542	28,979	73	87
Chester	14,284	14,441	4,909	4,861	539	519	414	368	20,146	20,189	36	35
Chesterfield	16,048	16,455	6,263	6,198	625	611	456	424	23,392	23,688	125	134
Clarendon	10,979	11,073	4,008	4,085	388	368	199	180	15,574	15,706	35	37
Colleton	13,486	13,673	5,069	5,070	609	626	282	254	19,446	19,623	31	33
Darlington	26,800	27,200	8,227	8,272	1,187	1,157	857	770	37,071	37,399	222	191
Dillon	11,990	12,114	4,109	4,141	360	306	234	227	16,693	16,788	52	46
Dorchester	28,163	28,437	8,276	8,382	1,118	1,159	1,005	841	38,562	38,819	47	51
Edgefield	7,569	7,642	3,287	3,253	278	254	153	160	11,287	11,309	14	17
Fairfield	9,022	9,089	3,138	3,119	231	250	216	227	12,607	12,685	14	13
Florence	50,314	51,540	15,485	15,411	1,644	1,658	1,143	1,130	68,586	69,739	228	223
Georgetown	17,542	17,772	5,860	5,984	720	705	372	351	24,494	24,812	32	30
Greenville	159,265	164,275	40,362	39,420	6,548	6,781	3,997	3,761	210,170	214,237	742	733
Greenwood	29,955	30,592	8,552	8,523	1,428	1,432	1,074	884	41,009	41,431	96	93
Hampton	7,527	7,632	3,195	3,200	437	425	197	161	11,356	11,418	25	20
Horry	51,136	51,354	16,984	15,809	1,384	1,364	1,465	1,314	70,969	69,841	155	144
Jasper	5,810	5,885	2,341	2,329	157	147	137	144	8,445	8,505	11	10

TABLE 12 — Continued
NET MOTOR VEHICLE REGISTRATION BY COUNTIES
License Years ended Dec. 31, 1980 and Dec. 31, 1981

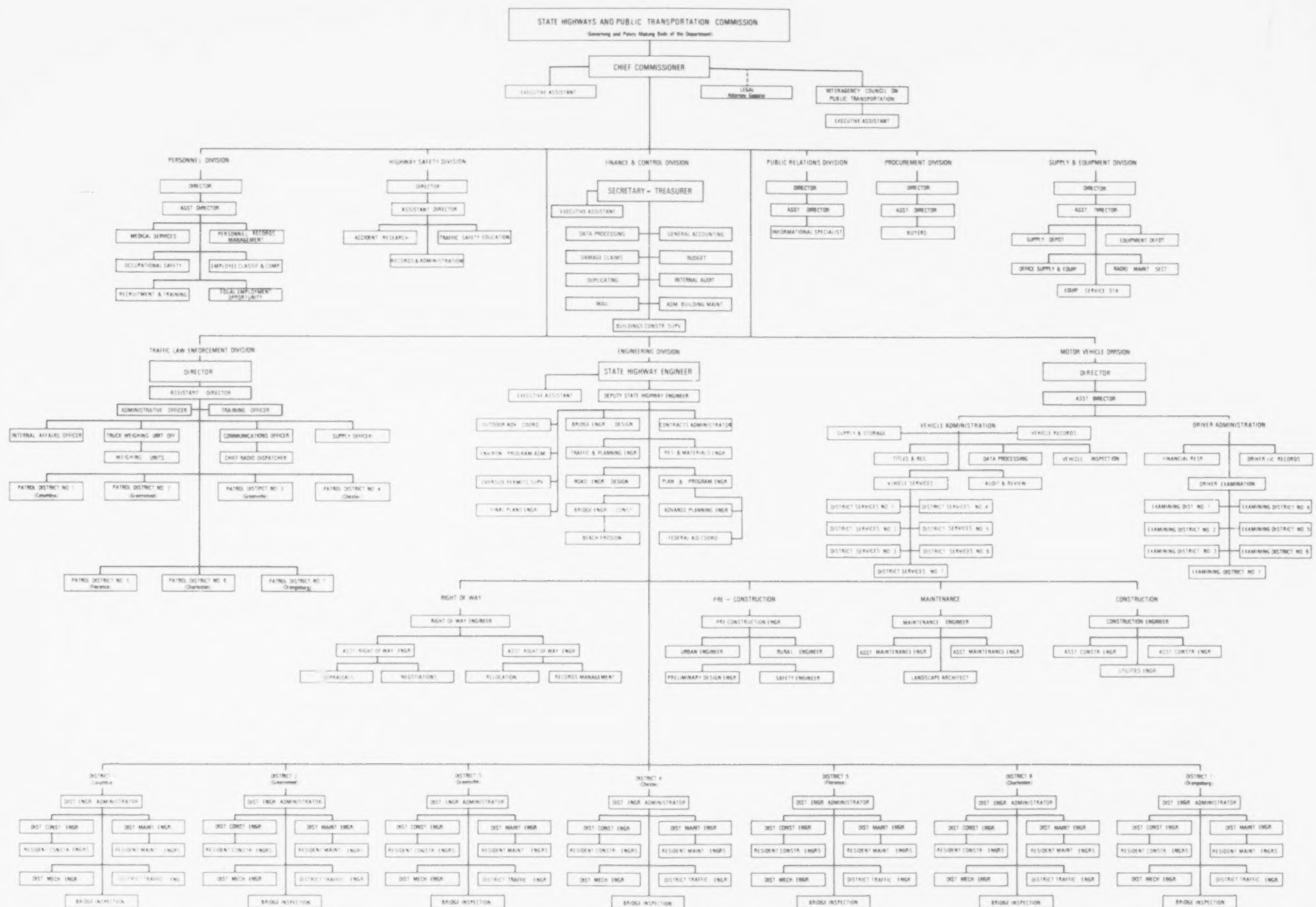
	Automobiles and Buses		Trucks		Trailers		Motorcycles		Totals		Dealers	
	1981	1980	1981	1980	1981	1980	1981	1980	1981	1980	1981	1980
Kershaw	19,983	20,260	6,221	6,072	1,181	679	480	426	27,865	27,437	61	60
Lancaster	25,547	26,213	8,368	8,197	866	858	660	614	35,441	35,882	128	128
Laurens	26,187	26,799	8,510	8,367	910	894	862	829	36,469	36,889	77	78
Lee	7,216	7,432	2,326	2,338	314	280	175	144	10,031	10,194	35	33
Lexington	75,224	76,682	22,451	22,128	3,634	3,726	2,277	2,223	103,586	104,759	195	183
McCormick	3,460	3,511	1,310	1,310	170	165	78	68	5,018	5,054	6	5
Marion	13,683	14,229	4,462	4,375	317	307	308	251	18,770	19,162	62	60
Marlboro	11,510	11,747	3,584	3,298	342	361	285	253	15,721	15,659	52	59
Newberry	15,196	15,574	6,319	6,396	809	816	477	460	22,801	23,246	37	34
Oconee	25,022	25,256	9,569	9,519	917	891	938	854	36,446	36,520	89	85
Orangeburg	36,491	37,267	11,559	11,594	1,543	1,524	749	706	50,342	51,091	88	82
Pickens	38,614	39,129	12,375	12,339	1,501	1,542	1,164	1,098	53,654	54,108	169	157
Richland	127,740	133,470	26,541	26,809	4,151	4,239	3,159	2,864	161,591	167,382	238	235
Saluda	7,375	7,489	3,602	3,499	368	354	220	230	11,565	11,572	27	21
Spartanburg	106,890	109,999	33,483	31,654	5,192	5,095	2,697	2,677	148,262	149,425	550	512
Sumter	40,101	41,108	11,170	10,627	1,565	1,588	1,374	1,223	54,210	54,546	105	114
Union	14,494	14,564	4,172	4,081	322	319	382	319	19,370	19,283	42	32
Williamsburg	14,213	14,469	5,833	5,859	592	541	263	217	20,901	21,086	35	34
York	54,122	54,899	15,283	15,051	1,750	1,741	1,873	1,767	73,028	73,458	187	187
Out-of-State	542	935	3,098	3,751	1,116	1,377	4	5	4,760	6,068		
Total	1,499,345	1,534,129	445,644	438,530	58,212	58,275	42,257	38,875	2,045,458	2,069,809	4,953	4,790

TABLE 16
DRIVER'S LICENSES ISSUED AND WITHDRAWN BY FISCAL YEARS

FISCAL YEARS	ISSUES										Licenses Suspended, Revoked and Cancelled
	1930-33 License Period	1933-37 License Period	1937-41 License Period	1941-45 License Period	1945-49 License Period	1949-53 License Period	1953-57 License Period	1957-61 License Period	1961-65 License Period	1965-69 License Period	
Jan. 1, 1930-Sept. 30, 1930	124,100										
Oct. 1, 1930-Sept. 30, 1931	192,900										
Oct. 1, 1931-Sept. 30, 1932	21,100										
Oct. 1, 1932-June 30, 1933	8,060	72,600									
July 1, 1933-June 30, 1934		226,300									1,368
July 1, 1934-June 30, 1935		48,100									1,417
July 1, 1935-June 30, 1936		45,300									1,777
July 1, 1936-June 30, 1937		52,100	152,600								2,876
July 1, 1937-June 30, 1938		319	255,600								2,642
July 1, 1938-June 30, 1939			54,600								2,753
July 1, 1939-June 30, 1940			58,200								3,106
July 1, 1940-June 30, 1941			75,300	215,750							3,853
July 1, 1941-June 30, 1942			11,254	268,250							3,893
July 1, 1942-June 30, 1943				19,750							2,441
July 1, 1943-June 30, 1944				23,950							1,455
July 1, 1944-June 30, 1945				25,049	385,872						1,719
July 1, 1945-June 30, 1946					115,137						3,054
July 1, 1946-June 30, 1947					46,279						4,985
July 1, 1947-June 30, 1948					47,945						5,508
July 1, 1948-June 30, 1949					73,238	548,562					5,735
July 1, 1949-June 30, 1950					504	82,765					6,374
July 1, 1950-June 30, 1951						56,532					6,971
July 1, 1951-June 30, 1952						66,203					7,155
July 1, 1952-June 30, 1953						69,411	732,412				7,964
July 1, 1953-June 30, 1954							71,637				11,820
July 1, 1954-June 30, 1955							70,946				17,059
July 1, 1955-June 30, 1956							68,659				21,369
July 1, 1956-June 30, 1957							62,195	825,941			22,564
July 1, 1957-June 30, 1958								94,099			23,067
July 1, 1958-June 30, 1959								60,220			21,578
July 1, 1959-June 30, 1960								44,681			33,073
July 1, 1960-June 30, 1961								26,380	905,169		32,004

TABLE 17
SUMMARY BY COUNTIES OF DRIVING PRIVILEGES WITHDRAWN
For Year Ended June 30, 1982

COUNTY OF RESIDENCE	Total Number of Driver's Licenses Withdrawn	CAUSE FOR WITHDRAWAL					AGE GROUP				
		Driving Under Influence	Financial Responsibility	Point System	Reckless Driving	Other	14-16 Inclusive	17-29 Inclusive	30-39 Inclusive	40 & Up Inclusive	Not Classified
Abbeville	298	146	28	20	2	102	10	171	61	56	0
Aiken	1,523	486	231	176	16	614	77	813	385	248	0
Allendale	189	74	23	16	1	75	8	92	46	43	0
Anderson	2,014	839	282	127	11	755	68	1,097	443	405	1
Bamberg	262	105	31	20	2	104	17	118	67	60	0
Barnwell	246	111	17	20	1	97	8	121	66	51	0
Beaufort	1,389	417	146	176	3	647	184	769	248	187	1
Berkeley	1,329	422	178	151	9	569	109	735	270	214	1
Calhoun	151	67	16	8	2	58	7	77	36	31	0
Charleston	6,321	1,398	872	852	28	3,171	638	3,512	1,356	811	4
Cherokee	651	325	80	33	1	212	21	328	152	150	0
Chester	565	270	67	28	3	197	30	298	109	127	1
Chesterfield	624	301	64	29	3	227	34	294	135	160	1
Clarendon	412	179	51	29	0	153	18	188	119	85	2
Colleton	478	171	69	28	6	204	17	224	140	97	0
Darlington	922	354	125	66	5	372	54	449	233	183	3
Dillon	409	168	35	41	6	159	19	221	103	66	0
Dorchester	1,058	323	135	129	16	455	67	609	223	159	0
Edgefield	275	112	39	24	1	99	16	124	74	61	0
Fairfield	369	207	34	16	0	112	16	174	85	93	1
Florence	1,900	834	228	187	10	641	103	898	480	419	0
Georgetown	745	282	96	64	11	252	31	394	180	140	0
Greenville	4,707	1,441	784	431	40	2,011	197	2,575	1,045	886	4
Greenwood	884	386	124	77	6	291	22	483	184	195	0
Hampton	227	95	32	14	0	86	19	105	63	40	0
Horry	1,941	696	181	147	13	904	186	1,011	412	331	1
Jasper	257	82	32	30	1	112	17	141	40	59	0
Kershaw	550	235	66	45	3	201	28	294	125	103	0
Lancaster	660	309	91	39	1	220	30	393	124	112	1
Laurens	601	277	85	43	4	192	20	310	122	149	0
Lee	245	108	37	13	1	86	15	115	65	50	0
Lexington	2,100	752	291	203	11	843	72	1,182	438	408	0
McCormick	113	45	10	7	1	50	5	50	34	24	0
Marion	555	271	55	38	2	189	25	270	146	114	0
Marlboro	400	202	36	20	0	142	16	181	107	96	0
Newberry	467	262	43	20	3	139	20	217	109	121	0
Oconee	629	305	90	29	4	201	23	310	142	154	0
Orangeburg	1,136	336	207	97	7	489	34	572	261	268	1
Pickens	887	377	114	56	9	331	38	491	176	182	0
Richland	4,349	1,256	639	391	10	2,053	198	2,365	1,073	712	1
Saluda	169	75	27	15	1	51	5	86	44	34	0
Spartanburg	3,530	1,220	465	288	20	1,537	144	1,805	841	738	2
Sumter	1,279	499	189	96	4	491	65	658	301	254	1
Union	528	267	59	37	4	161	26	286	116	100	0
Williamsburg	476	185	59	27	6	199	42	209	145	80	0
York	1,776	768	202	131	9	666	71	914	407	384	0
Out of State	4,487	2,528	0	0	9	1,650	2,240	1,286	536	395	30
Totals	55,083	20,868	6,765	4,534	306	22,610	5,110	28,015	12,067	9,835	56



ORGANIZATION CHART

SOUTH CAROLINA DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

JUNE 30, 1982

APPROVED
Paul W. Cobb
CHIEF COMMISSIONER

TABLE 16 — Continued
DRIVER'S LICENSES ISSUED AND WITHDRAWN BY FISCAL YEARS

FISCAL YEARS	ISSUES										Licenses Suspended, Revoked and Cancelled
	1930-33 License Period	1933-37 License Period	1937-41 License Period	1941-45 License Period	1945-49 License Period	1949-53 License Period	1953-57 License Period	1957-61 License Period	1961-65 License Period	1965-69 License Period	
July 1, 1961-June 30, 1962									109,272		23,192
July 1, 1962-June 30, 1963									82,945		24,500
July 1, 1963-June 30, 1964									79,861		25,969
July 1, 1964-June 30, 1965									40,890	1,029,965	30,206
July 1, 1965-June 30, 1966										107,046	39,377
July 1, 1966-June 30, 1967										107,738	38,225
July 1, 1967-June 30, 1968										42,556	33,312
July 1, 1968-June 30, 1969										87,602	36,889
July 1, 1969-June 30, 1970										96,215	38,716
July 1, 1970-June 30, 1971										114,608	40,573
July 1, 1971-June 30, 1972										114,477	35,592
July 1, 1972-June 30, 1973										114,519	35,227
July 1, 1973-June 30, 1974										111,015	39,252
July 1, 1974-June 30, 1975										106,299	37,268
July 1, 1975-June 30, 1976										118,286	32,677
July 1, 1976-June 30, 1977										126,607	31,032
July 1, 1977-June 30, 1978										133,844	36,222
July 1, 1978-June 30, 1979										122,607	39,551
July 1, 1979-June 30, 1980										132,813	39,867
July 1, 1980-June 30, 1981										105,872	42,987
July 1, 1981-June 30, 1982										100,632	55,063
Totals	346,160	441,719	607,554	552,749	668,975	823,473	1,005,849	1,051,321	1,218,137	2,872,702	1,015,287